

# GRAIN DEALERS JOURNAL

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Vol. I. No. 7.

CHICAGO, ILL., OCTOBER 25, 1898.

FIVE CENTS PER COPY.  
ONE DOLLAR PER YEAR.

## REGULAR GRAIN SHIPPERS.

To merit the patronage of regular shippers, receivers should confine their business to regular dealers.

**E. R. ULRICH & SONS,**  
SHIPPERS OF CHOICEST  
Milling WHITE and YELLOW CORN.  
Main Office, SPRINGFIELD, ILL.  
Elevators in Central Illinois on Wabash, C. & A.,  
C. P. & St. L., and St. L., C. St. P. & Pawnee R'ys.

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**Crocker Elevator Co.**  
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**PRATT-BAXTER GRAIN CO.**  
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Stations on Wabash R. R.  
**Wheat, Corn and Oats**  
SPECIALTY: White and Yellow Corn  
Fresh from Farmers.

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**MCCRAY & MORRISON,**  
SHIPPERS OF CHOICEST  
CLIPPED AND NATURAL OATS  
Our Special Brand of White Oats  
is a favorite wherever tried.  
Grain Warehouses at Kentland, Beaver City, Earl  
Park, Morocco, Remington, Ind., and Effner, Ill.

Elevators on Wabash & I. C. R. R.  
**KNIGHT & SON,**  
MONTICELLO, ILL.  
OUR SPECIALTY....  
..... Shipping Corn and Oats.

**H. WORK & CO.**  
Dealers  
...in Grain,  
MILLING WHEAT  
A SPECIALTY. ELLSWORTH, KAN.

**L. T. HUTCHINS & CO.**  
Grain Merchants,  
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Elevators at Donovan, Iroquois, Milford, Ill.,  
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Elevators at  
SWANTON,  
BLADEN AND  
WESTERN, NEB. **GRAIN**

**H. RAGES & SON**  
Buyers and Shippers of  
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**STUDABAKER, SALE & CO.**  
BLUFFTON, IND.  
Clipped Oats, Clover and  
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Wheat. Large or Small Orders.

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KAN.  
**GRAIN BUYERS AND SHIPPERS.**

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Long Distance 'Phone  
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DEALERS and SHIPPERS Established  
...1873...  
**Hay and Grain**  
**JAS. P. McALISTER & CO.**  
Commission Merchants,  
COLUMBUS, OHIO.

if U want  
**A GRAIN CLEANER**  
G next page

**Husted Milling &  
Elevator Co.**  
...BUFFALO, N. Y.  
Buyers of  
**CORN AND OATS.**

**EDWARD P. MERRILL,**  
MILLERS AGENT  
**Grain, Flour and Millfeed,**  
2½ Union Wharf, PORTLAND, ME.  
Want a Good Corn Account.  
Ciphers: Robinsons and Jennings.

Long Distance Telephone No. 1558.  
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**PERCY R. HYNSON,**  
Shipper of Grain and Hay,  
49½ N. High St., Room 1, Columbus, O.  
REFERENCE: Merchants & Manufacturers Nat. Bank

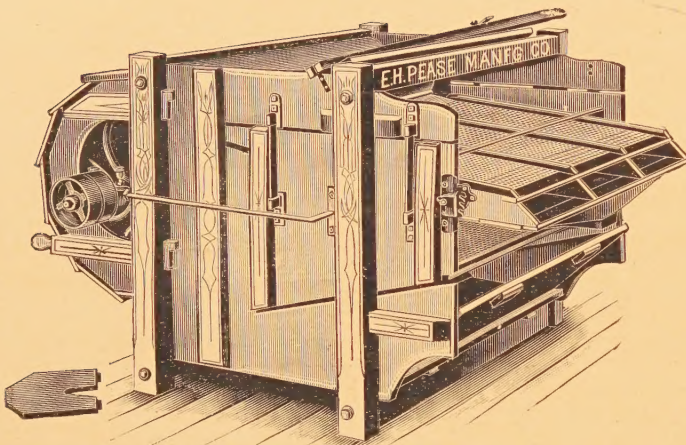


# A Good Cleaner

IS A PROFITABLE INVESTMENT.

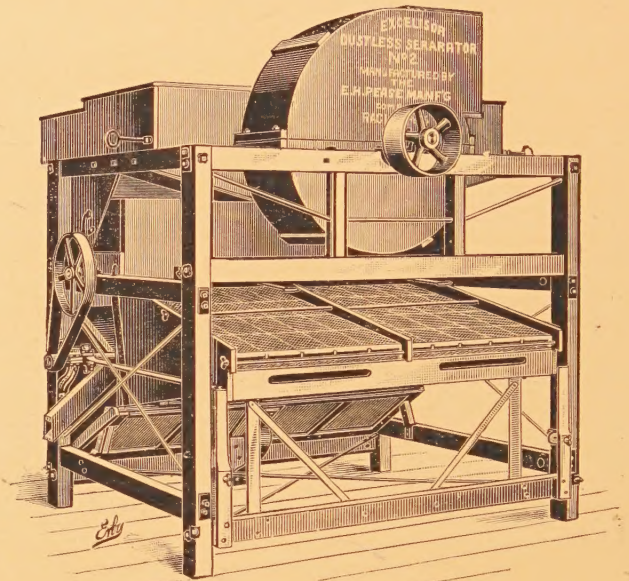
# A Pease Cleaner

IS A GOOD CLEANER.

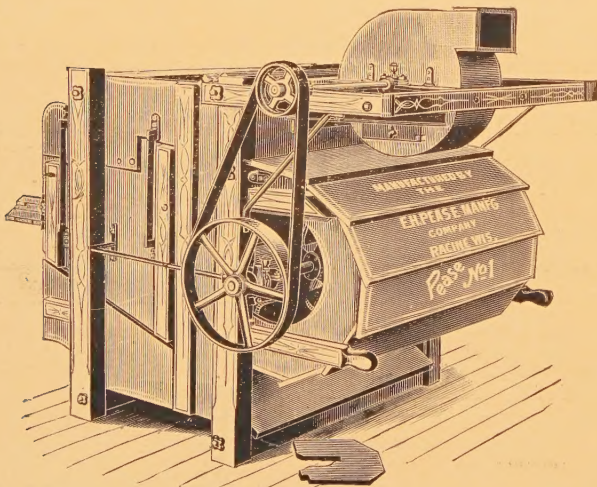


Pease End Shake Warehouse Fanning Mill.

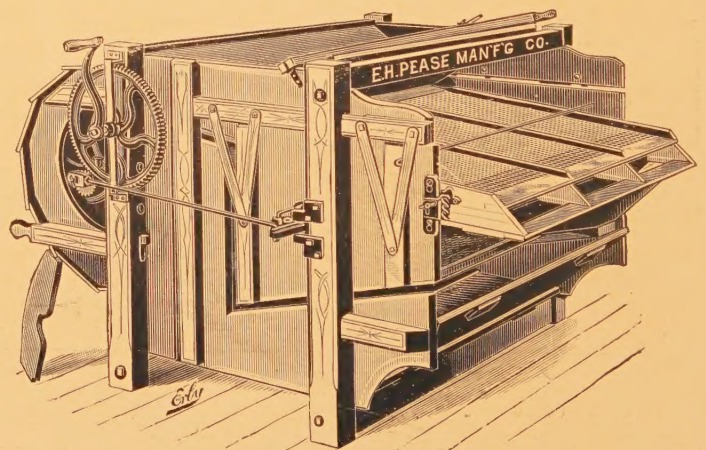
We make all sizes of cleaners for all kinds of grain. If the design of cleaner, workmanship and the quality of work done by it has any weight with you we can surely satisfy you. In addition to Corn and Flax cleaners we have the Pease Dustless Separators and Warehouse Fanning Mills, the Excelsior Dustless Warehouse and Elevator Separator, the Excelsior Separator and Grader, the Excelsior Combined Machine, and the Excelsior Oat Clipper.



Excelsior Dustless Elevator Separator.



Pease Dustless Separator.



Pease Side Shake Mill.

ALL KINDS OF POWER PLANTS, GENERAL MACHINERY AND SUPPLIES  
FOR GRAIN ELEVATORS, MILLS, MALT HOUSES AND BREWERIES. ❀❀❀

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Receivers who confine their business to regular grain shippers merit the patronage of such shippers.

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Arthur Sawers in charge of receiving business.

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Specialties:—Grain and Seeds of all kinds by sample upon their merits.  
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Correspondence Solicited.

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Orders for Future Delivery Executed.

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Track bids offered to all regular dealers. We exclude "Scoop Shovelers."

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Transient buyers and farmers need not write us.

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Reference: St. Louis  
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FOR THE SALE OF

#### Grain, Hay and Grass Seeds

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Make advances  
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Sell by sample and make prompt returns.

### The G. E. Gee Grain Co.

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#### WHOLESALE GRAIN and FEED

**Receivers and Shippers.**



### CONSIGNMENTS....

Solicited from every shipper of grain in the Northwest. Liberal advances made, prompt returns and perfect satisfaction guaranteed. Choice hard milling wheat supplied to Country Mills.

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### Grain Commission

Sales made to At sight draft buyers only.

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Samples and delivered prices, Boston points required  
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**COMMISSION  
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## Grain, Feed, Hay and Straw

...WAREHOUSE...

**Foot 131st St., Hudson River,**

and alongside N. Y. C. & H. R. Railroad  
Tracks. Storage capacity for 85 cars.

**NEW YORK.**

**Prompt Returns Made on Day of Sale**

References: Mt. Morris Bank and  
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Liberal advancements made on all consignments. Goods received via all railroads.  
Bill lighterage free.



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## E. LEE HEIDENREICH

Mem. Am. Inst. Min. Engrs.  
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Contracting Engineer.

SPECIALTY....

Construction of GRAIN ELEVATORS

In Wood, Steel or Cement.

ESTIMATES FURNISHED 541 Rookery,  
FIRE LOSSES ADJUSTED CHICAGO.

WESTERN ENGINEERING  
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Designers and Builders of

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Contracts taken for all kinds of heavy work.  
Estimates furnished if desired.

525-527 Unity Bldg., 79-81 Dearborn St., CHICAGO.

## The Fowler Elevator and Car Loader

Is a recently invented machine for handling grain from  
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There is **Absolutely no Expense** attached to handling  
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**Low Dump**—only 28 inches high—any team can pull  
a load on our dump.

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MILLERS NATIONAL  
INSURANCE CO.

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Cash Assets, \$656,566.76

Furnishes reliable insurance on modern elevators  
and their contents at about one-half the rates  
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The GRAIN SHIPPERS'  
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Insures only desirable risks in Iowa, and has saved its  
policy holders in the past almost 75 per cent of Board rates.  
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are the two great staples of the country. Many  
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the weekly journal of the entire lumber  
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is \$3.00 per year. Yearly subscription will be  
received for both THE TIMBERMAN and the  
Grain Dealers' Journal in combination at \$3.00  
for the two, remittance for which may be sent  
to either paper. Sample copies of THE TIMBERMAN  
may be had free upon application to J. E.  
Defebaugh, Editor and Proprietor, 334, 370  
Dearborn St., Chicago.

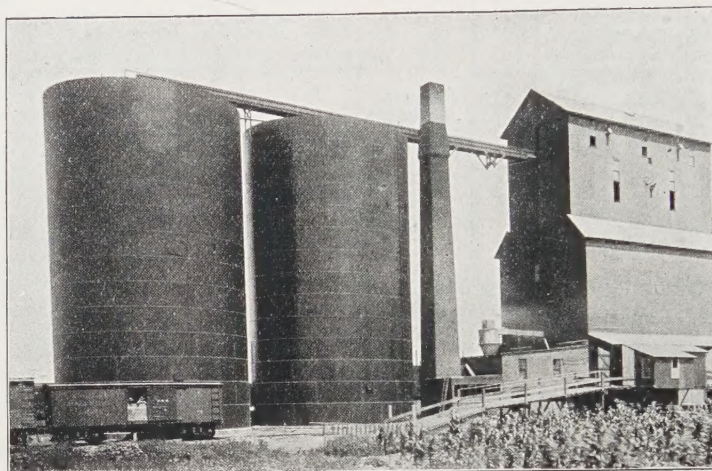
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MANUFACTURERS AND BUILDERS OF

## STEEL STORAGE TANKS

...AND...

## Steel Elevators



We  
Build

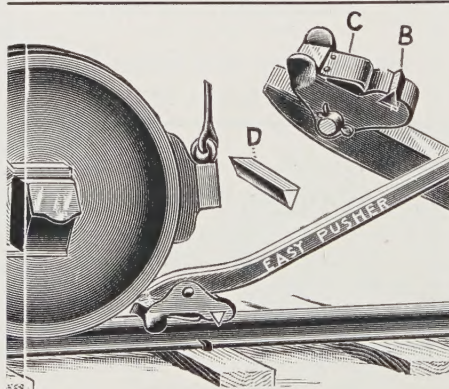
## Storage

For  
Any  
Commodity  
Of  
Any  
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GENERAL OFFICES,

790 Old Colony Building, CHICAGO.



12,000

## Easy Pushers

IN DAILY USE.

Weight 20 Lbs. Price \$5.00

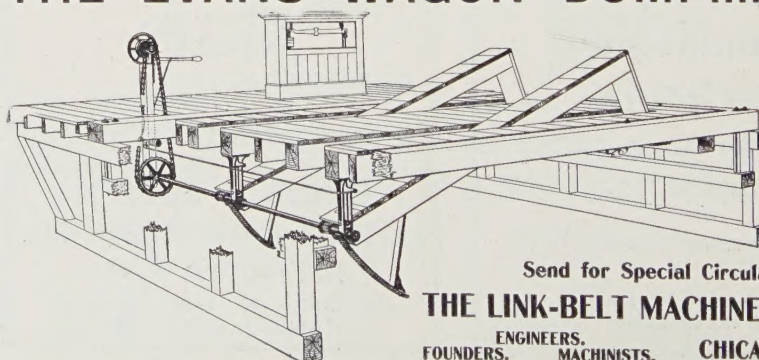
SENT ON TRIAL.

Positively the Most Convenient and Powerful  
CAR MOVING DEVICE in existence.

E. H. STAFFORD CO.,

MUSKEGON, Mich.

## THE EVANS WAGON DUMP..... PATENTED



"The  
Ne Plus  
Ultra  
in  
its line."

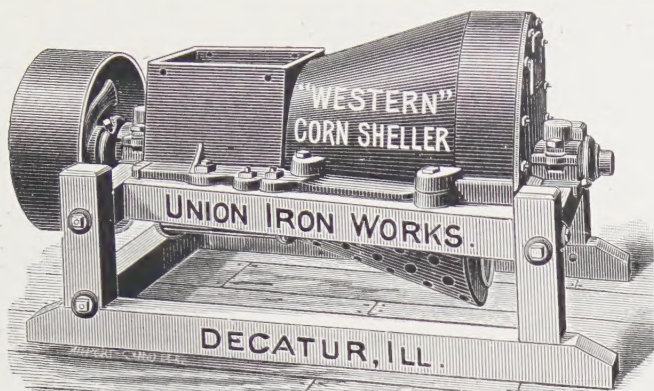
—Quanah Mil  
& Elevator Co.  
Quanah, Texas  
July 15, 1898.

Send for Special Circular D.

THE LINK-BELT MACHINERY CO.,

ENGINEERS. MACHINISTS. CHICAGO, U. S. A.





"WESTERN" WAREHOUSE SHELLER.

# UNION IRON WORKS

DECATUR, ILL.

Sole Manufacturers

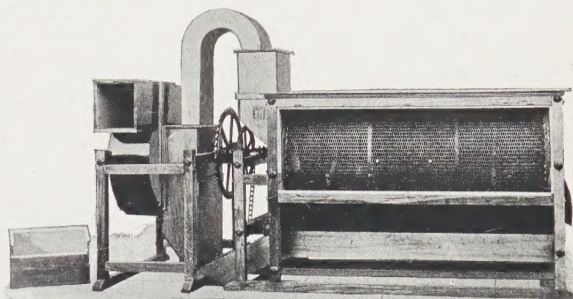
**"WESTERN" SHELLERS AND CLEANERS  
...BEST ON EARTH...**

**Grain Elevators  
...and Elevator  
Machinery**

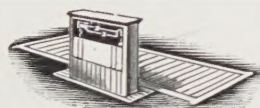
...A Specialty...

PLANS MADE ON APPLICATION  
BY LICENSED ARCHITECT.

Write For Catalogue.



"WESTERN" WAREHOUSE CLEANER.



**"The Standard"  
SCALES.**

UNEQUALLED FOR ACCURACY, DURABILITY  
AND SENSITIVENESS.

**Mill and Warehouse  
TRUCKS.**

CAR MOVERS, GRAIN TESTERS, ETC.

**STANDARD SCALE & FIXTURES CO.**

610 North 4th St., ST. LOUIS, MO.

Experts to Test and Repair any Make of Scales.

...THE...

**ROBINSON TELEGRAPHIC CIPHER**

**Saves 80% of  
Your Telegraph Bill.**

IN GENERAL USE BY MILLERS, GRAIN  
AND PROVISION DEALERS, ETC.

Revised edition now ready, containing fifteen ad-  
ditional pages, including Quotations, Railroads,  
Grades of Grain, Mill Feed, Hay, phrases to meet the  
present demands of the trade; Bids, Acceptances,  
Billing, Shipping Instructions, Etc.

Price unchanged. Leather and Gilt, \$2.00; Cloth  
Binding, \$1.50.

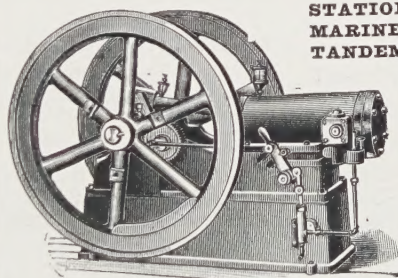
**S. L. ROBINSON,** 505 Rialto Building,  
CHICAGO.

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Kindly Mention the . . .

. Grain Dealers Journal

**The WHITE Gas and Gasoline Engine**



STATIONARY 1 to 12 H. P.  
MARINE 1 to 8 H. P., Single.  
TANDEM 4 to 16 H. P.

**SIMPLICITY!  
ECONOMY!  
DURABILITY!**

Adopted by the Elevators in the Northwest.

**Globe Iron Works Co.**  
MINNEAPOLIS, MINN.

Mention this paper.

Send for Catalog.

**The GRAIN DEALERS COMPANY,**  
10 PACIFIC AVE., CHICAGO, ILL.

Gentlemen:—Enclosed find One Dollar for which please  
send the GRAIN DEALERS JOURNAL for one year to

Name \_\_\_\_\_

Post Office \_\_\_\_\_

County \_\_\_\_\_

Date \_\_\_\_\_ State \_\_\_\_\_



# GRAIN DEALERS' EXCHANGE.

## FOR SALE.

OTTO GAS ENGINE for sale, 10 h. p., 5638 Ohio Street, Austin, Ill.

CORN SHELLER for sale.—New No. 4 Western Corn Sheller, will be sold at a bargain. Address J. H. Wilkes & Co., Nashville, Tenn.

AT ONE HALF VALUE.—If you want to sell a grain elevator or warehouse advertise it where grain dealers will read it. That is right here.

TWO TUBULAR BOILERS 48 inches by 16 feet, for sale at a bargain. For prices and description address Muscatine Oat Meal Co., Muscatine, Iowa.

GRAIN CLEANERS, engines and machinery not in use, which are in your way and increase the fire hazard of your plant, can be sold by advertising them in this column.

LINE OF ELEVATORS for sale. We have a line of elevators and a first class cleaning house in Iowa, which must be sold together. Price \$75,000. F. J. Fox, Box 6, Grain Dealers Journal, Chicago, Ill.

FEED ROLLS; SCALES.—3 three-high Feed Rolls, 1 600-bushel and 3 60-bushel Hopper Scales at a bargain; all kinds of mill machinery. S. G. Neidhart, 110 Fifth Ave., S. Minneapolis, Minn.

GRAIN ELEVATOR for sale; 35,000 to 40,000 bushel capacity. Gasoline power, all complete. Situated on Lake Erie & Western R. R. A Bargain for some one. For particulars call on or address F. E. Sharp, Deer Creek, Ill.

SCALES FOR SALE.—We have six 500 bus. Fairbanks Hopper Scales with heavy iron pillars and wood caps. U. S. Standard and guaranteed perfect. Bought at a sacrifice, we offer all or any at a small advance. Standard Scale & Fixtures Co., 610 N. 4th street, St. Louis, Mo.

Discouraging reports regarding the condition of corn are being received from Iowa, as well as Illinois and Indiana.

## FOR SALE.

MACHINERY.—Second hand, but in first class order as follows:

One Power Grain Shovel.  
Two Oat Clippers.  
One 24-inch Tripper for Belt.  
One Pratt & Whitney Automatic Scale.  
H. W. Allen, Box 695 Silver Creek, N. Y.

IRON ROOFING.—Brand new 6, 8 and 10 feet lengths at \$1.50 per square of 10 ft. x 10 ft. Send for General Catalogue. Local and long distance telephones: "Yards 827 and 883." Chicago House Wrecking Co., West 35th and Iron Sts., Chicago, Ill.

SECOND HAND GAS AND GASOLINE ENGINES.—We have a big line of second hand Gas and Gasoline Engines, all in good working order, sizes from 2½ h. p. to 35 h. p. Write for prices. Local and long distance telephones "827 and 883 Yards." Chicago House Wrecking Co., West 35th and Iron Sts., Chicago, Ill.

## MISCELLANEOUS.

IF YOU do not find what you want advertise for it here.

NEW AND SECOND HAND gasoline engines bought, sold and exchanged. McDonald, 72 W. Washington St., Chicago.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

## FOR RENT.

TO LET.—Space in this department, to elevator owners who wish to lease an elevator or warehouse.

The new elevator which Mr. Rudolph is building at Rudolph, Ohio, and which is almost completed, will place Rudolph among the foremost grain markets in that vicinity.

## WANTED.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

POSITION AS ENGINEER wanted, 15 years' experience; city license. J. E. Murphy, 1260 Ninety-fourth street, Chicago.

ELEVATOR WANTED.—I want to lease a well-equipped elevator, at good station in Illinois or Iowa. T. Box 518, Plano, Ill.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

CORN DRIER WANTED, second hand. State condition and price. Illinois, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR AND YARDS WANTED.—I want to buy or rent an elevator and stock yards. Address C., Box 313, Madison, Neb.

ELEVATOR WANTED.—I want a small country house in Indiana or Illinois. Prefer to rent; may buy. C. A. Bryant, Box 6, Grain Dealers Journal, Chicago.

POSITION as helper in country elevator wanted. Two years' experience. Married. Can furnish references. F. R. Fredericks, Box 6, Grain Dealers Journal, Chicago.

SITUATION as buyer, superintendent, foreman, bookkeeper, engineer or helper about a grain elevator, can be secured by advertising for same in this department.

BURR WANTED.—We want a 20-inch Vertical French Burr Chopper, in good condition. Must not have been used over one year. Hager & Harp, Versailles, Ohio.

CORN SCOURER WANTED.—We want one second-hand corn scourer of 50 to 75 bushels capacity, in condition for doing good work. H. L. Strong Grain Co., Coffeyville, Kan.

HELP! If you want an elevator superintendent, a buyer, a foreman, a bookkeeper, a machine tender or an engineer, make it known to those connected with the trade by advertising your want in this department.

POSITION AS SUPERINTENDENT or foreman of terminal or transfer elevator wanted. Twelve years' experience in terminal elevators. Have first class Chicago references. T. B. Ross, Box 6, Grain Dealers Journal.

POSITION AS MANAGER.—I want position as manager of good country station as buyer, or as superintendent of storage or transfer elevator; 20 years experience; have family; good references. E. P. Caywood, La Grange, Ill. [We have known Mr. Caywood for 10 years and believe him to be competent to handle any elevator station.—Ed.]

# if U desire...

to keep informed on what is going on in the grain trade write your name and address on the back of this and mail together with One Dollar to the Grain Dealers Company, 10 Pacific Avenue, Chicago, Ill., and you will receive the

## GRAIN DEALERS JOURNAL

regularly for one year.



# GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month at  
10 PACIFIC AVE., CHICAGO, ILL.

BY THE

**GRAIN DEALERS' COMPANY.**

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., OCTOBER 25, 1898.

Regular grain shippers are invited to visit this office whenever they are in the city.

A number of Ohio dealers are struggling vigorously to stop the lending of bags to farmers.

We would be pleased to receive samples of grain of superior quality or of an odd variety for exhibition in this office.

Uniform rules governing the grading of corn would greatly facilitate the trade, if a set of practical rules could be devised.

If accidents in elevators continue at the present rate, operators will soon find it advantageous to take out accident insurance for their employees.

Thin boards should not be used in making car doors, as the weight of the grain will cause them to spring and bulge, so as to permit grain to leak out.

The license scheme of the Grain Dealers National Association has proven a success wherever given a fair trial, much to the discouragement of traveling scalpers.

The rail carrier should pay for the cost of cooping its cars where same is necessary in order to place cars in fit condition to transport grain to its destination.

Country shippers, when kicking against Chicago inspection, should bear in mind that the inspection is not compulsory. It is required only when grain goes into and out of a public elevator.

Ocean freight rates will have more influence on the exports for the balance of the ensuing crop year. Until recently freight rates have been comparatively reasonable, but the prospects are for even a farther advance.

Regular dealers who hesitate to give the different associations their financial and active support should estimate the amount they lose by irregular competition every year, and then sign an application blank for membership.

Elevator men who load new elevators heavy should watch carefully lest pulleys or shafting be thrown out of alignment and be forced to rub against some adjoining woodwork with the natural result that a mysterious fire will occur.

Every regular grain dealer should make a special effort to attend the annual meeting of the Grain Dealers National Association, at the Chicago Beach Hotel, Nov. 2nd and 3rd. All will be welcome; all are requested to be present.

Every country elevator man who has persisted in trying to induce the farmers of his district to change their seed now and then has profited by his labor. New clean seed will result in profit to the farmer as well as to the elevator man.

The shipper who places patches over holes in car floors on the underside courts a loss. If he will take the trouble to climb into the car and nail a patch over the hole the weight of the grain will assist in holding same in position.

Often in new elevators the loading of one part of the house causes an unexpected sinking, and sometimes a falling out. No elevator man who has any business can afford to sell his house to the insurance companies during the busy season.

Several country elevator men have had narrow escapes from loss by fire recently owing to spontaneous combustion originating in their cob piles. If cobs must be stored near the elevator they should not be placed in contact with or near wood.

The new crop of scalpers, the large crop of scoop-shovel men which was predicted, has, much to the sorrow of some receivers, met with an early frost. The influence of the associations has proved very deleterious to the scoop-shovel brigade.

If rail carriers are earnest in their oft-expressed desire to serve the shipping public well, they could place themselves in a much better position to do so, if they would refuse to permit scoop-shovel grain shippers to use cars for warehouse purposes.

The present is an auspicious time for every regular grain dealer to begin to insist upon written contracts for every bit of grain purchased from the farmer for future delivery. It is a protection for himself and the commission man he must insist upon having.

The only discouraging report received from the Kansas wheat fields recently is that the wheat of Saline county has worms, and C. A. Snow, of the State

University, an eminent entomologist, says that the larvae sent to him recently are the so-called wire worms.

The tips which the speculators claim to receive from Washington now days in advance of the regular monthly crop report seem to be exasperatingly unreliable. Some have been attempting to explain the mystery by stating that the tips were not from Washington.

If the Canadian canals are made free to all American shipping, New York will have another factor to take into consideration and a further reduction of the exorbitant charges which have long been levied upon export grain passing that way may be brought about.

The regular grain dealer who does not appeal to his association when afflicted with scoop-shovel competition is not in a position to charge his association with having failed to give him the desired protection. If he wants the influence of the organization, it is his duty to apply for it.

Country shippers should bear in mind that that indefinite quantity, a carload of oats, is not 1,000 bushels in all markets. The Commercial Exchange of Philadelphia has a rule which provides that 900 bushels shall constitute a carload, a fact which one shipper has learned at an expense of about \$60.

Despite the fact that the amount of grain received at central markets has been smaller than was expected, the railroads seem to be experiencing much trouble in handling it, and complaints of car famine are being received from different sections of the country. Can it be that more of the grain is going around central markets?

The shipper who has shortages and does not complain of same does not give the terminal elevator man nor the receiver an opportunity even to learn of the errors or to prevent a recurrence of the same trouble. This is an injustice to himself and those at the terminal markets. He should report every shortage as well as the overruns.

The United States Supreme Court has declared that the Joint Traffic Association is in violation of the interstate commerce law and of the provisions of the Anti-Trust law concerning agreements in restraint of trade and commerce. So it seems that the Traffic Association must go. The railroads, it seems, do not have everything their own way.

If grain carriers would grant a loading fee to country elevator men for every cental of grain loaded into their cars, they would do no more than they should do without the asking. The elevator man is virtually a freight agent



at his station. He collects the grain, and if he is willing to collect the grain and load it for all comers, he surely should be paid well for his trouble.

Grain dealers who have experienced trouble with officious town councils in the matter of town weights would confer a great favor upon a fellow dealer if they would explain how they succeeded in preventing the town council from forcing them to accept town scale weights. An Iowa correspondent is struggling with this problem and needs the assistance of any grain dealer who has been through the mill.

And now they are making paper from corn husks. Rubber from corn and armor for cruisers from the pith of the cornstalk seem a success. The latest utilization of that part of the corn plant known as corn shives is the manufacture of them into paper. If the chemist and scientist keep on discovering methods of making new products from corn all of our needs will soon be supplied by the one original American grain.

The grain shipper who is inveigled into consigning grain to a new and unheard of firm, by reason of top-market bids, should not complain if he fails to receive an account of sale and remittance for his grain. The different markets are frequently afflicted by mushroom firms, who come and go by night and bring the market as well as the receiving business into disrepute by confiscating everything they are permitted to gain control of.

Track scales are not wanted by the grain trade. They are unreliable at best and rain, snow, sleet, snow and ice interfere with their doing good work. There has been some effort to induce the public weigh-master at Chicago to use track scales at some points in weighing grain. Some of these have been found to be unreliable and their use ordered discontinued. The track scale is not suitable to guess upon the weight of grain in car load lots.

The country elevator man who is forced to recover his elevator with iron and tin at frequent intervals, should bear in mind that it pays to paint his elevator once in a while and thereby protect his siding and roofing from the elements. When selecting a paint it will pay to see, not how cheap a paint can be obtained, but how good. It costs just as much to spread poor paint upon an elevator as good paint, and the protection—well, the poor paint don't give any. It is not made for that purpose; it is made to sell.

We have received very discouraging reports from a number of regular dealers in Illinois and Indiana on the con-

dition of corn in the field. Many of these reports were received prior to last week's continuous rain, and so surely the condition has not improved since. Many of the dealers have investigated the condition of corn themselves, while others have taken the word of farmers for their information. But as the reports are so uniform in showing the condition of corn, they must reflect very nearly the true condition of the crop.

The elevator man who finds that his wheat is badly infested with weevil should not attempt to ship it in the hope of having it pass the vigilant eye of the terminal inspector. It is far easier, cheaper and more profitable to place the grain in a bin by itself and subject it to a thorough treatment with bisulphide of carbon, then by screening and blowing out the dead weevil, he can ship out the grain without fear of having it docked on account of its having been previously infested with weevil. The work will surely pay 100 per cent on the investment and trouble.

If Indiana dealers expect Indiana ear corn to shrink two pounds to the bushel between now and December 1st, as is provided for by law, they will be very much disappointed. The wiseacres who thoughtfully provided a law requiring 68 pounds of ear corn to be called a bushel after December 1st should be forced to buy ear corn by that weight this year. Such legislation may win farmer votes, but it does not help the business of the state. However, it does intimidate capital already invested within the boundaries of the state, as well as scare away capitalists looking for an opportunity to invest.

The drafters of the part of the law which provides for an internal revenue tax on the grain dealer every time he dots an "i" or crosses a "t" must have had a special spite they wished to vent against the grain trade. The tax is not only onerous, but it is ridiculous. It places a burden on many companies which is almost unbearable. One company which has paid as high as \$3,000 in one month says the internal revenue tax almost prohibits its continuing in business. An early repeal of the part relating to the grain trade would seem just and fair. The war is over and much of the expense has stopped.

The associations of Kansas, Nebraska and Oklahoma are working harmoniously together to advance the common interests of members in the matter of shortages at Kansas City. That they will succeed in securing more satisfactory weights is certain. The agitation will induce many country shippers to improve their facilities, as well as urge terminal weighers to a more careful

handling of the poise. The harmonious working for the advancement of common interests by the different grain trade organizations is decidedly encouraging to the friends of association work.

Many country shippers complain that they have experienced much trouble recently in securing cars for the shipment of grain. One or two who are afflicted with scoop-shovel competition complain very bitterly that the railroad companies are too eager to encourage scoop-shovel men, that they discriminate sometimes in his favor and against the regular elevator man who has to wait for cars although his elevator is full of grain. The Iowa railroad commission has held in certain cases presented to it, that where cars are scarce the carrier shall distribute cars among shippers in proportion to the number of cars the shippers used the month preceding. This gives a measure of protection to the regular grain shipper and does not permit the scoop-shovel men to use cars ordered for warehouse purposes.

Late reports from Iowa show that corn in that state is also molding, rotting and becoming worthless. The condition is so alarming that dealers have addressed us for information as to where they can secure driers which can dry corn on the ear. It would seem possible to construct a drier suitable for such work without great expense, and, surely, the machine maker who first brings out a successful machine for this purpose will find a ready sale for it. However, the fact remains that the corn contains an unusual amount of moisture, and it will surely make much trouble for the trade before the crop is fully disposed of. That is, of course, if much of it is marketed. Some country elevator men are hesitating to refuse to handle damp corn. Such action will surely prevent much trouble which they will experience if they do otherwise.

The grain man who provides a depot for storing and loading bulk grain surely relieves the carrier of much labor and increases the earning power of its rolling stock. Therefore it is reasonable that he should have some recompense for those services. He not only acts as local freight agent for bulk grain but he even goes so far as to stand in the breach and bear any loss of grain which may occur between the farmer's wagon and the terminal elevator. The country elevator man does all this and pays rent for the ground upon which his elevator stands simply for the purpose of encouraging transportation companies. He has not gone into the business with the idea of making any big profit out of it. He seems to have the interest



of the farmers and the carriers only at heart. The few who go into the business with idea of getting rich out of it are generally sadly disappointed.

Hay-dealers have been discussing with some alarm the displacement of horses by trolley cars and bicycles and the natural diminishment of the annual consumption of hay. It must also be borne in mind that the displaced horses ate a little corn and a little oats. However, the bicycle is going out of style, and the horse, the driving horse, is becoming quite a fad, so the hay and coarse grain trade may be expected to experience a spirited revival ere long.

Few seasons have offered so many opportunities for the possessors of a good grain drier to reap a rich harvest as the present one. Wheat, oats and corn have suffered from too much rain and thousands of bushels have already been ruined which could have been saved had they been run through a good grain drier. In many sections of the winter wheat belt, as well as the spring wheat district, much grain was wet in the shock and the crop of good grain greatly reduced. Many grain dealers have refused to handle the "stuff," as they call it, and as it is. They have not the facilities for handling wet and damp grain, so it would be folly for them to attempt it. However, if a few of them in each county would put in a good grain drier, they could dry not only that grain which is brought to their own elevator, but their neighbors would send such grain to them which was too wet to be handled in an ordinary elevator. It pays to provide facilities to handle all kinds of grain.

The Supreme Court of Illinois has refused a rehearing in the case of the people versus the public elevator men of Chicago, and thereby reaffirmed its former decision. The Court ruled that it was against public policy to permit the custodians of the public's grain to deal in grain stored in their own warehouses. It is also the opinion of some well informed men that the practice is contrary to the spirit of that part of the constitution relating to public warehouses. The law enacted by the last legislature specifically providing that public elevator men shall be permitted to deal in grain stored in their own houses is very likely to be declared unconstitutional if the Supreme Court is ever called to pass upon it. The Board of Trade has not decided upon any line of action for continuing the fight. However, it seems that the contest will be confined to the courts and that the board will not attempt to stop dealing in grain by public elevator men by refusing to make their certificates deliverable on contracts.

### CHARLES M. HARRINGTON.

Charles M. Harrington, president of The Van Duzen-Harrington Co., and a director of the Geo. W. Van Duzen Co., both of Minneapolis, was elected president of the Minneapolis Chamber of Commerce, Oct. 13. Mr. Harrington was born in New Berlin, N. Y., July 11, 1855, and at the age of 17 came west and entered the employ of Geo. W. Van Duzen & Co. at Rochester, Minn., in the capacity of bookkeeper and telegraph operator. He gradually worked his way up, when in 1881 he was admitted to a partnership in the firm, which by this time had grown to be large and prosperous, and operated elevators at quite a number of stations.

The rapid growth of the firm necessitated the opening of a branch office in Minneapolis; Mr. Harrington was placed in charge. Later the firm moved its offices to Minneapolis, and now is one of the largest elevator companies in the northwest, operating 300 country houses which have a combined storage capacity of about 5,000,000 bushels, and three terminal houses in Minneapolis with a capacity of 4,500,000 bushels, making a total capacity of 9,500,000. Such facilities fully equip this company to handle many millions of bushels of grain yearly.



Charles M. Harrington, Minneapolis.

Mr. Harrington, besides being president and director in the companies above named, is secretary of the Star Elevator Co., vice-president of the Inter State Elevator Co., and president of the Crescent Elevator Co. The Van Duzen-Harrington Co. is also one of the largest and strongest receiving houses in the Northwest, operating both at Minneapolis and Duluth, with well equipped offices at both places. These two offices give this firm a good advantage, as there are times every season when certain grades or kinds of grain can be sold to better advantage in one market than the other, and at such times it can keep shippers advised where to consign. The Van Duzen-Harrington Co. is also a large stockholder in both the Hubbard Milling Co., of Mankato, Minn., and the North Dakota Millers' Association, of which Mr. Harrington is vice-president.

Mr. Harrington is the right man in the right place, having served for thir-

teen years as director and two years as vice-president of the Chamber of Commerce, and now will demonstrate his ability to serve as president. Mr. Harrington has carried the success he has earned in business life to his social life, and is very popular with his large circle of acquaintances.

### ANNUAL MEETING OF THE NATIONAL ASSOCIATION.

The annual meeting of the Grain Dealers' National Association will be held at the Chicago Beach Hotel, 51st St., and Lakeshore, Chicago, November 2 and 3.

The directors and officers will meet at the hotel November 1st for consideration of any suggestions or complaints which members may have to make. The same can be presented in person, or in writing to the secretary. The first day's meeting will be called to order at one o'clock sharp.

#### WEDNESDAY, P. M., 1 O'CLOCK.

Annual address by President Warren T. McCray, Kentland, Ind.

Report of Treasurer.

Report of Secretary.

Appointment of Committee on Members.

Appointment of Committee on Nominations.

Forged Bills of Lading; Protection Needed.—W. H. Bergin, Toledo, O.

Uniform Rules for the Grading of Grain.—E. R. Ulrich, Jr., Springfield, Ill.

Work of the Chicago Inspection Department.—Edwin J. Noble, Chief Grain Inspector, Chicago.

Reducing Barley Grading to a Practical Basis.—Julian Kune, Chicago.

The Replacing Clause in Grain Insurance Policies.—W. L. Barnum, Chicago.

Centralization of the Grain Trade.—S. H. Greeley, Chicago.

#### WEDNESDAY EVENING.

A reception will be given those attending the convention by the Chicago Receivers and Track Buyers at the Chicago Beach Hotel. Music and refreshments.

#### THURSDAY, A. M., 10 O'CLOCK.

What the Grain Dealers Union Has Done For Regular Dealers.—G. A. Stibbens, Coburg, Iowa.

The Success of Association Work in Kansas.—E. J. Smiley, Concordia, Kan.

What the Nebraska Association has done for the Regular Dealers.—A. H. Bewsher, Omaha, Neb.

Work of the Oklahoma Grain Dealers' Association.—W. R. Binkley, Kingfisher, Okla.

Shortages in Grain Shipments.—N. S. Beale, Tama, Ia.

#### THURSDAY, P. M., 1 O'CLOCK.

Variable Carload in the Grain Trade.—D. G. Stewart, Pittsburg, Pa.

Lending Bags to Farmers.—E. A. Grubbs, Greenville, O.

What Mutual Insurance has done for Iowa Elevator Men.—F. D. Babcock, Ida Grove, Ia.

Report of Committee on Nominations. Election of Officers.

If the October report of the Department of Agriculture indicated a decrease of 46,000,000 bushels in the yield of corn, what decrease will the next report show?



### A CONVENIENT COUNTRY ELEVATOR.

During the last month reports have reached us regarding several elevators in different parts of the country which have either collapsed or had the sides burst out of the bins by the weight of the grain. Accidents of this nature are expensive at any time. The time for

## THE SUPPLY TRADE

The Barnard & Leas Mfg. Co. is building an addition 20x150 feet, two stories high, in which small machines will be built and castings stored. An addition to the foundry 85x70 feet is also being erected. The company is pre-

perimenting with fire proof construction for several years, has secured control of all the United States patents for the Monier construction. The Monier style of construction is made up of an iron skeleton covered with concrete. These concrete tanks are used very extensively in France for storing grain, oil and all granular material.

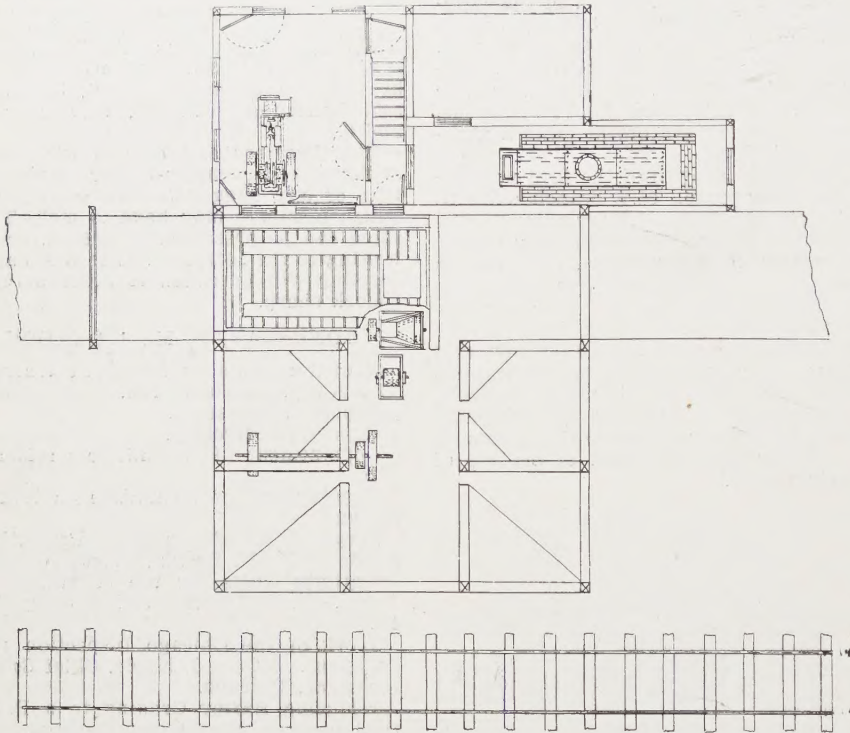
## ASKED AND ANSWERED

### SPECIAL LANTERNS FOR ELEVATORS.

Grain Dealers Journal:—We notice on page 98 of your Sept. 25 edition an editorial on the subject of special elevator lanterns, designed to prevent explosions of elevator dust. We would like to have the name of the manufacturer. McFarlin Grain Co., Des Moines, Ia. (Ans.—C. T. Ham Mfg. Co., Rochester, N. Y., make such a lantern, and it is supplied to the trade by the Millers National Insurance Co., 205 LaSalle St., Chicago.)

### SHOULD BUYER FURNISH BILLING?

Grain Dealers Journal:—I would like to ask for some information through your journal. I wish to find out if it is customary throughout the different states for the buyer to furnish billing to the seller, or is the seller expected to load grain or hay and bill to the buyer regardless of his or their location? For example, suppose A sells B 200 tons of hay on Aug. 6 for September shipment. On Aug. 31, Sept. 4, 10 and 14 A asks for billing instructions. On Sept. 2 B writes: "I cannot furnish billing just now, but will in a few days." On Sept. 14 A makes his last appeal to B for billing instructions, stating that without the billing soon he (A) fears he cannot get the hay out. B fails to furnish billing during September, and from Sept. 17



A Convenient Country Elevator. Ground Plan.

the elevator man to remedy this is before he builds his elevator, in the selection of plans and materials from which a strong, substantial and well arranged building can be erected, and in the securing of a competent man to erect it.

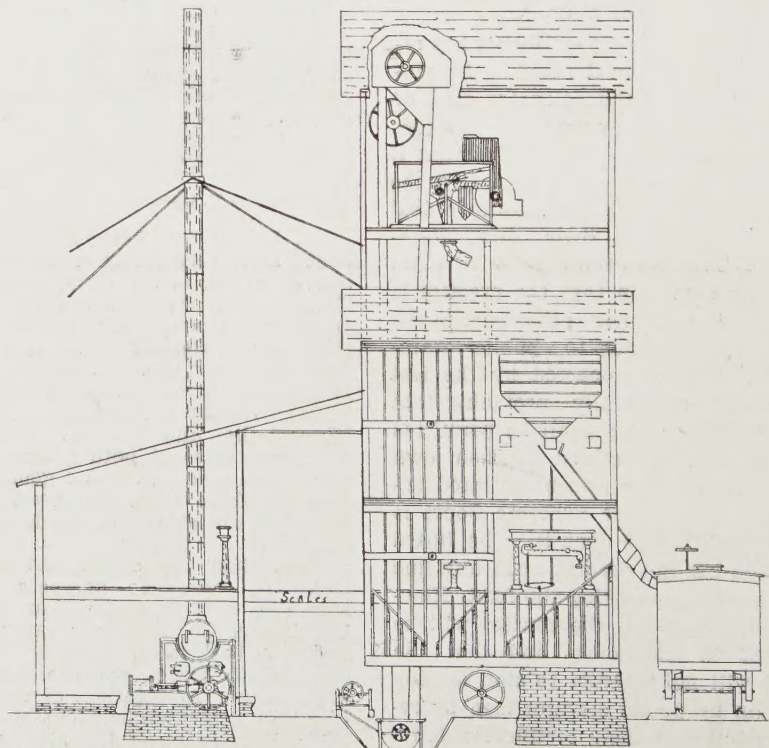
The plans shown in the accompanying sketches are for an elevator which has been built for L. L. Cass at Milton, O., and one now in the course of construction for Rudolph & Co. of Rudolph, O. This elevator has a capacity of 10,000 bushels and is equipped with a 20-horse-power engine and a 35-horse-power boiler, a No. 2 "Western" Shelter, a 350 bushel Hopper scale and a dump scale in the driveway.

Everything is arranged so that it can be handled from the same floor. The engine and boiler rooms are so situated that they are of easy access from the working floor and that the operator can keep his eye on them all the time. In this case the office is over the engine room and back of the driveway, so ordinarily the man who does the weighing can attend to everything on the floor. Such an elevator as this will commend itself to any one wanting a country elevator capable of handling a large amount of grain at a small expense. These plans and specifications were made and all the machinery furnished by the Union Iron Works, Decatur, Ill.

During the month of September Baltimore exported 2,699,005 bushels of corn, 1,077,952 bushels of wheat, 511,857 bushels of rye and 253,124 bushels of oats, making a total of 4,541,938 bushels.

paring to fill promptly next season's orders, which are expected to be larger than ever before.

E. Lee Heidenreich, who has been ex-



A Convenient Country Elevator. End Elevation.



to 25 A resells the hay at \$204 under first sale. Is A entitled to full difference, it being proven that the second sale was at the highest market price and that B never demanded the hay or furnished billing? This case has been tried and the verdict rendered and will be given the Grain Dealers Journal as soon as I have received some opinions on the question. A. E. HARTLEY.  
Goodland, Ind.

### PICKED UP BY OUR FAN.

Anxious Speculator: "Say, I want to get on the right side of the market." Wise Financier: "Then stay on the outside."

"Er man," said Uncle Eben, "gin'rally makes er gret mistake when he waits foh er rise in de mahket 'stid o' gittin' up early hiss'f."—Washington Star.

Miss Sheafe: "Oh, just look at that

## TRANSPORTATION

The wheat rates from Duluth to Buffalo have advanced to 2½ cents.

Iowa grain men claim it is going to be difficult to get cars enough to supply the demand.

Canal freights on grain from Buffalo to New York are: Oats 1¾ cents, corn 2½ cents and flaxseed 2½ cents.

It has been estimated that the transportation of this year's wheat crop will require the loading and unloading of 640,000 freight cars.

Japan will use twice as much wheat this year as last, this will necessitate extra transports for the carrying of the same across the Pacific.

The Bessemer boats have been chartered to transport 500,000 bushels of wheat from Duluth to Buffalo some time in November, at 2½ cents.

lion dollars in building slips for the accommodation of ocean steamers, wharves, warehouses, etc.

The Consolidated Canal & Lake Co. has been formed, with a capital of \$1,500,000, and have begun a fight by which they intend to recover the rights granted to the Erie Canal Boatmen by the State.

During September the Burlington carried over 20 per cent of the grain into Chicago, the Rock Island 13 per cent, the Illinois Central and St. Paul about 12 per cent each, and the Northwestern 10 per cent.

A new line to be known as the Chicago, St. Louis & Texas Air Line will be built from San Antonio, Tex., to Brownsville, 273 miles. This opens a new territory and will facilitate the handling of the crops of the district.

Galveston is to have a new road to be known as the Texas Western & Circle Belt. It will be 900 miles in length and extend from Gainesville southwest to Abilene, then south to San Antonio, east to Galveston, north to Dallas, then back to Gainesville. This will be a good thing for Galveston and increase its exports.

It is claimed that piers Nos. 3 to 8, East river, New York City, have for the past ten years been unlawfully occupied by the New York Central railroad, and a writ of mandamus has been asked for the purpose of compelling the Board of Docks of New York City to dispossess them. In 1882 the state Legislature enacted a law by which the piers in question were set aside for the use of canal traffic.

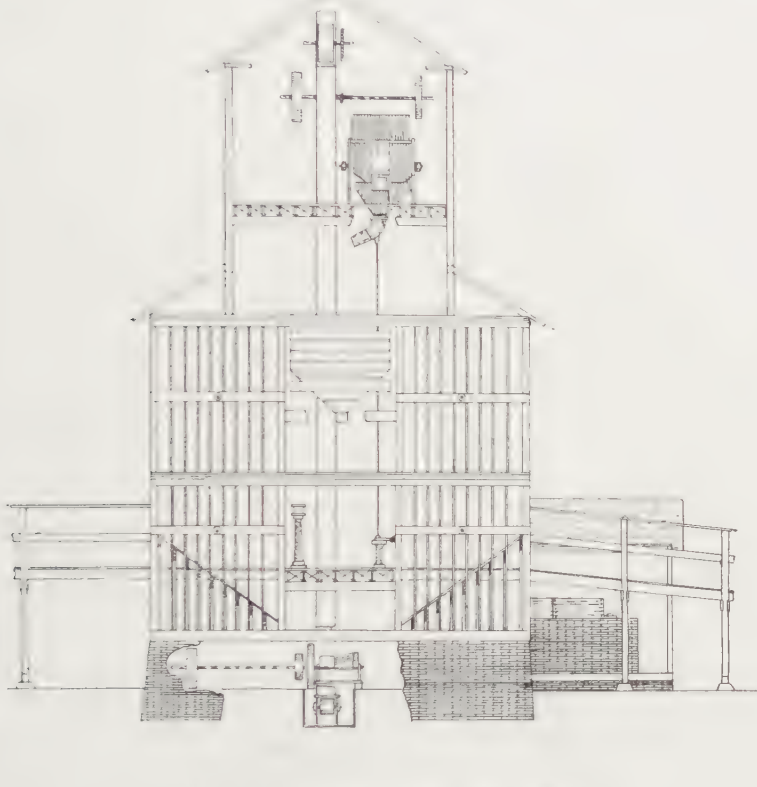
The next meeting of the Western Trunk Line Committee will be held at St. Louis, Mo., Oct. 26, and the principal questions to come before the meeting will be the Milwaukee grain rate case, and the diversion of export grain shipments from the Atlantic seaboard to the gulf. It is thought that the Minneapolis-Milwaukee situation will be settled by a compromise that will leave the old adjustment of rates about as it was.

The resolution passed by the Joint Traffic Association, which, by the way, has been declared illegal by the United States Supreme Court, recommending an advance from the basis of 18 to 20 cents in rates on grain and grain products, except corn, from Chicago to the Atlantic seaboard, to take effect Nov. 1, has been nullified on account of the Wisconsin Central railroad refusing to abide by the agreement of the Western and Northwestern lines to advance rates on grain.

It is said that sunlight is of less benefit to a growing crop of wild oats than the electric light.

If Indiana, Iowa or Illinois dealers desire to determine how much their corn will shrink this year, they should place a sample in a cotton bag in a warm room and weigh before and after three or four weeks' storage there. The shrinkage will surprise them.

"How would you like to take a flyer in pork or wheat?" asked the broker. "Naw, I don't believe I keer to," replied the farmer. "I onst fell down a sixty-foot shaft in a coal mine in about three-tenth of a secon an' kinder reckon that's fast enough fer me. I'm gettin' too old fer much excitement."



A Convenient Country Elevator. Side Elevation.

wheat rising and falling in the breeze. How beautiful it is." Mr. Cityman: "Ah, but you ought to see it rising and falling in the Corn Exchange."

The boys are having some fun at the expense of our local detectives, and have the report started that Ed Trowbridge and men are under suspicion for "boot-legging," having just put in the "boots" and elevators at the new Turner-Hudnut elevator.—Chandlerville (Ill.) Times.

The broker who is long on wheat is always anxious about his future.

First Cockroach: "You are looking thin." Second Cockroach (making a call): "Yes. The people over there are vegetarians, and I'm tired of cracked wheat. Got anything good here?"

The world's hop crop is reported very short, and it is no wonder. Kansas has not raised a crop of grasshoppers for several years.

A large elevator man at Duluth has placed the shipment of the new crop through that port up to the close of navigation at 40,000,000 bushels.

The different roads are already issuing orders that none of their cars shall be allowed to go off their own lines. Cars are scarce and delays must be expected.

The Minneapolis & St. Louis will not cut the freight rates to Minneapolis from points in Iowa, having been induced to reconsider its announcement that it would do so.

The largest cargo of grain ever carried by one boat was recently taken from Duluth to Buffalo in the Superior City and consisted of 190,000 bushels of wheat and 40,000 of flaxseed.

The Georgia & Alabama Terminal Co. has secured about 500 acres of land on Hutchinson's Island, opposite Savannah, Ga., and will expend upwards of a mil-



## LETTERS FROM THE TRADE

### BETTER WEIGHTS WANTED.

Grain Dealers Journal: I think associations are a good thing for the grain dealers, and I hope we will secure better weights in the future. My losses in weights have been nearly as much as my profits. I am sure that I have lost five bushels on every car that I have shipped in the last ten years, enough to make me very comfortable the balance of my life, as I average 200 cars a year. Freeport, Kan. B. F. Cary.

### WANT LAW TO GOVERN GRADING AND WEIGHING.

Grain Dealers Journal.—Our state is without any effective law regulating the weighing and grading of grain, and the Texas Grain Dealers' Association is going to make an effort to have such a law enacted by our next legislature, which convenes in December. Our association is moving along nicely and encouragingly and we hope soon to grow beyond the babyhood period of our existence. E. H. Crenshaw, Secy., Fort Worth, Texas.

### TERMINAL WEIGHTS MERIT ATTENTION.

Grain Dealers Journal: One thing that should have some attention and would, I think, be of interest to members of all associations, and that is the matter of terminal weights. I think it should be agitated until reformation can be brought about. A bill should be introduced into the legislature that would provide some method whereby restrictions could be thrown around receivers and weighers of grain in the markets; this would be a great improvement over present methods. Of course the claim would be offered that the remedy is already at hand in the law that provides for clean bills of lading, which is true, but country shippers realize that as things are now between them and the railroad people, that it is impracticable to require clean bills of lading. Therefore, I believe that if it is possible to do so, that attention should be given to the receivers.

Theo. P. Baxter.

Taylorville, Ill.

### DRYING GRAIN; A GOLDEN OPPORTUNITY.

Grain Dealers Journal.—I believe that at present there is no way of drying ear corn. Shelled corn, however, is very quickly dried by either of several grain driers, and when it is only slightly damp it can easily be made to grade. Wet, musty grain, containing from 2 to 40 per cent of moisture, can also be thoroughly dried and a great deal of the musty smell removed. A good many of the country dealers will find the drying of damp grain a hard problem to solve for the reason that they have no steam plants, and hesitate to get them purposely for drying grain. It will be the enterprising elevator man who will make a profit on damp grain. He can grasp the situation at once, get driers and clean up anywhere from 5 to 20 cents per bushel, while his neighbors are asleep. Everybody is afraid to buy damp and wet grain, therefore it sells for a song, and the enterprising man with a drier profits thereby.

The writer, before becoming connected with The Paine-Ellis Grain Drier Co., has paid a man who has a drier 3 cents a bushel to dry wheat, and after deducting shrinkage and charges it netted him from 5 to 11 cents more than it would if sold on the market in its damp condition. You will remember last spring there were thousands of bushels of corn on the Chicago market which did not bring more than 3 to 5 cents a bushel over the freight charges. These facts should be impressed on the small elevator man as well as the large one, for they are surely letting a good opportunity slip by. W. A. Marling, Milwaukee, Wis.

### A SCOOP-SHOVEL SHIPPER.

Grain Dealers Journal.—There is a farmer who is running a scoop-shovel business at Dawson, Ill. He has no facilities whatever for handling grain. He buys but very little grain outright. His plan is to tell the farmers he can sell it for them, and at a very small commission for handling. He seldom gets over 60 to 80 cents on a car. He weighs the grain over the scales at the stock yards, has nothing but a couple of shovels, takes no risks, and only handles car lots.

He receives price cards and circulars from commission men at Chicago and elsewhere, shows them to the farmers and tells them what stuff can be sold at, and offers to sell it for them at 60 to 80 cents a car, thereby cutting the permanent dealer out of the business. He will ship from any station a farmer will load at, and is satisfied if he can make \$1.25 to \$1.50 a day. If the elevator man offers to handle grain on commission this scoop-shovel man tells the farmers that the elevator will ship it to an inferior market to lose them money.

D. A. Johnson.

### A MORAL FROM MAINE.

Grain Dealers Journal.—In the old days the flour miller expected a dollar a barrel net profit. He does not get that now. A flouring mill that makes 6,000 barrels of flour every twenty-four hours is an imposing and effective thing, it meets the needs of the human race. What about the profit? For one thing there are more flouring mills in this country to-day than are needed, and during several years past many of the best of our flouring mills have added to their machinery, enabling them to turn out an endless variety of breakfast foods.

These foods have been placed on the market by every known device, the fence around the meeting house, in large letters and bright colors reflects the virtues of breakfast food, the school master's brother in yellow trousers rings the front door bell and presents a package of breakfast food, the prettiest girl in town in a white apron and dainty cap presides over breakfast food in a booth at the county fair, the adam of the family comes marching home with breakfast food somebody gives him to try, every retail grocer has his shelves lined with breakfast food. Nobody used breakfast food forty years ago. Flour millers are surprised that flour orders are slow in coming. Agents of these great mills are tumbling over each other in their efforts to sell their output. Profits are small. Moral: Don't abandon the staff of life for porridge.

Edward P. Merrill, Portland, Me.

### TRICK OF A SEED SHIPPER.

Grain Dealers Journal:—"There are tricks in all trades" is found true by many, and it applies with equal force to the seed trade. The instance in mind was related to me by the manager of a large seed house in Chicago, and refers to a seed dealer in northern Iowa who had the reputation of sending to market the nicest and best cleaned seed. The house was always glad to receive his seed and always reshipped it in the same bags in which it was received, thereby avoiding a great deal of unnecessary labor.

But it happened one day that the house received two lots of seed, one from the firm in Iowa and the other lot from another firm and they decided to mix the two. When they emptied the Iowa seed out of the bags it was found up to the standard, but in each bag were three or four round tin tags about two inches in diameter, and on them was stamped the name and place of the Iowa seed shipper. In this way he sent out his advertisement to the east, hoping thereby to receive orders for seed direct, the Chicago dealer and others also stopped receiving his seed. The shipper cannot even consign seed to himself, line judgments forbidding his risking any property in the Chicago or Cincinnati markets.—Traveler.

### WILL PLACE BLAME FOR SHORTAGES.

Grain Dealers Journal:—There having been numerous complaints made against terminal weights at the Kansas City elevators and the Official Board of the Kansas Grain Dealers' Association being requested to take some action to secure protection, met in Kansas City, Thursday, Oct. 6, and from several plans proposed adopted the following and submitted for approval:

A committee of five, consisting of H. L. Strong, L. Cortelyou, B. C. Christopher, G. C. Carkener and N. B. Hiatt, was appointed by the president to employ a manager to be stationed in Kansas City, he to have charge of a sufficient number of check men to check the weights taken at the several elevators through which grain passes, note the condition of cars on arrival, report the cars leaking and when leaking the apparent cause for such leakage, and to have supervision of all the cars received from members of the association. The shipper in the country to send to the manager duplicate shipping notice, giving the amount of grain each car contains, this to be placed in the hands of the several check weighers and they having notice of the amount claimed to be loaded by the shipper at point of shipment will see that all of the grain is swept from the car and is elevated to the hopper. If after witnessing the weighing by the state weighmaster, should there be any discrepancies found they will be compelled to investigate at once and try to discover in what way the shortage occurred. The expense of these several weighers to be borne by the shipper, a charge of 25c per car to be deducted from the proceeds of each car shipped and turned over to the treasurer of this board. In this way the shipper will have his own representative at Kansas City who will have nothing to do but look after the interests of the shippers he represents.

We hope by this plan to throw the blame where it belongs and solve the



serious problem that has so long worried the country shipper. The shipper should be very careful as to how his cars are coopered, know that his scales are in proper condition and promptly advise the Kansas City office the amount each car contains, as by so doing his representative can act intelligently. In order to start this work the Board has ordered an assessment of \$1 made on each member.

The Nebraska and Oklahoma associations have been asked to give us their moral and financial support in this matter and it is believed they will help us. No shipper not a member of this association will be entitled to the benefit derived without paying 50c per car for all cars so weighed. If after 60 days' trial we find that weights have not been improved by this plan we can try some other. I might add that the receivers, members of our association, without exception heartily approve of the above plan, so it is to the interests of members to confine their shipments to our members at terminal points.

E. J. Smiley, Sec'y.

Concordia, Kan.

### A COB SPOUT CAUSED DESTRUCTION OF ELEVATOR.

If elevator men would give more attention to reducing the fire hazard of their property how fewer fires would occur, how much lower would be the rate for insurance of elevators. Very few persons have given any study to the fire hazards to be found in the average elevator and most of these persons keep the results of their observations to themselves. A fire occurred in a Missouri elevator recently which serves to emphasize the necessity of giving more thought to the subject.

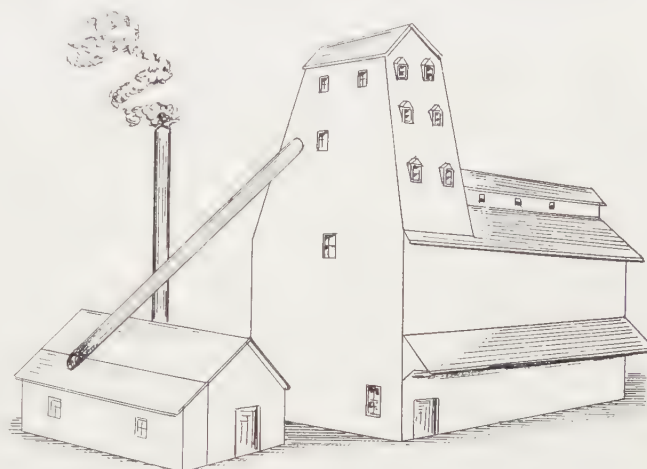
How every elevator men in the corn surplus states spout the cobs, chaff and screenings from the cupola of their elevators to the boiler room. This was done at the elevator of McDaniel & Morrow, at Carthage, Mo., and brought about the destruction of the elevator. Mr. M. A. Reynolds, adjuster for the Millers' National Insurance Co., writes that "the cut given herewith is a correct representation of the plant destroyed, except that the boiler and engine house was entirely hidden from view by the office and did not appear at all. It was 24 feet distant from the elevator building. A flour warehouse extending straight down from the office is about 80 feet long and the same width as the office; it is not shown in the cut. This warehouse is about the same distance from the boiler and engine house as the elevator, and contained about 750 bbls. of flour. Neither the house nor its contents were insured, and no damage was sustained except from the removal of flour, and a slight scorch to the cornice and roof at the farther end.

"The elevator was operated until about 10 o'clock P. M. of the day before the fire which occurred at about 4:30 A. M. of the 24th of September, 1898. When the fire was discovered it was in the boiler and engine room, the whole interior of which was a mass of flames, so that it is impossible to tell anything about where or how it originated.

"Smoke was coming out of the 'head house' of elevator at the window near where the spout shown in the illustration

enters the building. This spout was made of No. 14 iron, was round, 12 inches in diameter, and was used for the purpose of spouting cobs from a corn cleaner which was located on the floor where it enters the building. It also served as a wind spout for the fan of the cleaner, and it passed over the roof of the boiler and engine house and extended far enough beyond to spout the cobs past the house on the ground, when the cob room in engine and boiler house was full.

"On the roof of boiler and engine house at a point over the cob room there was an opening in the roof, which with the pipe was boxed in, and the under half of the pipe was cut out, and the piece cut out was hinged to the pipe at the upper end of the opening and could be secured at the lower point so as to act as a valve for letting the



McDaniel & Morrow's Elevator at Carthage, Mo.

cobs into the cob house when they desired them to go there, and when closed would make a continuous spout to carry the cobs to the end of the spout and discharge them outdoors. There were very few cobs in the house at the time of the fire and what few there were were being saved to fire up with; coal being the principal fuel used. The valve above referred to was open, however, and it was through this opening and up this spout that the fire reached the elevator proper. An employe of assured was early on the ground and got upstairs in the elevator to where the spout enters and threw some water from the barrel on that floor on to the fire, which he says was confined at that time to the little room or boxing which connected the spout to the cleaner. The smoke was so thick, however, that he was not able to put the fire out.

"About this time the fire department arrived, and after monkeying around a while trying to get a hose upstairs on the inside of the building abandoned the attempt and went upstairs on the floor below the fire and let a rope down and drew a line of hose up to that floor from the outside. They fooled away so much time getting up that the smoke got so thick that it was hard for a man to get on to the floor where the fire was, and finally were compelled to come down and fight it from below, with the result that the entire house practically burned to the ground. No attempt at any time was made by anybody to remove the spout which was acting as a chimney for the fire in the boiler and engine house, the reason being, as is claimed,

that the fire was so hot in the latter that it was impossible to get to it.

"The facts are, as near as I can learn them, that the firemen, who had heard of the recent explosion in Toledo, were so afraid of a like disaster, that they did very little effective work in any direction, except from a safe distance on the ground in caring for adjoining property, all of which was saved.

"I have no doubt the fire was an entirely honest one, and save from inability to tell how it started in the boiler and engine room is accounted for substantially as given above, there being no seeming doubt as to how the fire got in the main house, and no question but the elevator would not have burned at all except from the unfortunate situation of the spout as shown."

It would seem practicable to put a hanging valve in such spouts which

would prevent an up draught, however such a valve might prevent the free passage of cobs and chaff. If it caused frequent choke-ups, it would of course destroy the value of the spout. Some means should be devised to overcome this hazard.

W. W. Ogilvie is building a 1,500,000 bushel elevator at Montreal.

The shortage in the Russian wheat crop is still only estimated. It will be known—never.

New South Wales is said to be sure of crops large enough to permit it to export 5,000,000 bushels of wheat from the growing crop.

The oat mixers and cleaners have not yet used much barley this season, but if oats keep going up they may be expected to do so.

Choice white oats seem to be such a rare article this year that some of the oatmeal millers are willing to pay a premium for them.

Russia has commenced to import American agricultural machinery, and it may be that this will result in a material increase in Russian grain exports.

Cooper well your cars and watch closely that the roofs do not leak, lest the grain become wet in transit and spoil before arriving at its destination.

It is said that among the possessions of the late Danish queen, who had a passion for jewelry, is a golden crown of wheat ears and clover which was purchased for her by the school children of Denmark.



## PATENTS GRANTED

Edwin Lambert, of Dixon, Wyo., has been granted letters patent on a horse power.

John A. Ostenberg, of Walpole, N. H., has been granted letters patent on a gas engine.

Frank S. Mead, of Montreal, Canada, has been granted letters patent on a gas or oil engine.

Samuel L. Trueblood, of Richmond, Va., has been granted letters patent on a grain car door.

Christian J. Jeppesen, of Centretburg, Ohio, has been granted letters patent on a grain door for cars.

Melnotte S. Hill, of Canton, Mass., has been granted letters patent on a machine for separating peas or beans.

Frank W. Canfield, of Manistee, Mich., has been granted letters patent on an igniter or sparker for gas, oil or vapor engines.

Lincoln H. Miller, of Beatrice, Neb., has been granted letters patent on a gas engine, assigns one-half to S. S. Sims, of same place.

Paul Wise, of Germania, Canada, has been granted letters patent on a car mover, and assigned one-half to Balthaser Dietz, Medora, Canada.

William A. Rice, of Jerseyville, Ill., has been granted letters patent on a seed cleaner and separator which practically consists of a belt moving upward on an incline and returning over a multiple series of rollers arranged in pairs, a feed mechanism discharging upon the lower part of the incline and a seed conveyor extending across the belt at the bottom and causing a lateral transference of the grain thereon.

Frank P. Landis, of Waynesborough, Pa., has been granted letters patent on a conveyor. It consists of a casing and a shaft with separate conveyor flights or sections secured thereon at intervals, each composed of arms extending out at right angles with the shaft and then spirally for a distance equidistant from the shaft throughout its length; the distance between adjacent sections decreasing toward the discharge end of the conveyor.

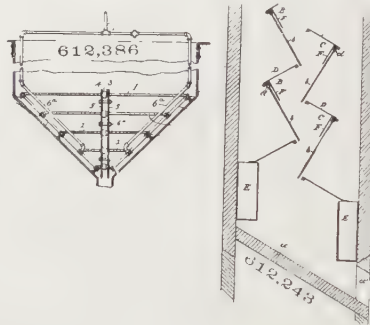
John W. Hossmann, of Chicago, Ill., has been granted letters patent on an apparatus for malting grain. The apparatus for steeping and germinating grain, which is illustrated herewith, consists of a number of perforated air ducts arranged concentrically around the bottom of the steep tank, each duct extends half way around the bottom of the tank, and consists of a semi-circular pipe closed at its ends, and connected at about its middle portion with the other air ducts.

James Donovan, of Three Rivers, Mich., has been granted letters patent on an ota clipping attachment for corn shellers, and assigned same to Roberts, Throp & Co., of same place. It consists of a combination with the shelling cylinder and shelling casing, of a cylindrical casing having its inner surfaced formed concentric with the shelling cylinder and having longitudinal rows of pockets therein and its outer surface having eccentric bearings adapted to fit the shelling casing, and removably secured within said shelling casing, comprising a series of stave and binding hoops therefor, the inner surface of said staves being concentric

with the shelling cylinder and having longitudinal rows of pockets formed therein for the purpose of clipping.

Frederick E. Duckham, of London, Eng., has been granted letters patent on a method of and means for delivering pneumatically conveyed grain. It consists of a terminal nozzle, of a pneumatic grain conveying pipe, for gently depositing the grain from the forced current of air by which it is conveyed; the nozzle consists of a length of tube of larger diameter than the conveying pipe, closed at the end and provided with an outlet aperture in its under side of about the same diameter as the nozzle itself, whereby material pneumatically conveyed through the pipe will be ejected through the discharge orifice at approximately right angles to the pipe.

Robert W. Jessup, of San Francisco, Cal., has been granted letters patent on a separator, and assigns one-half of it to Fairfax H. Wheelan, of same place. This machine which is illustrated herewith is used for separating grains and small seeds and is the combination of a screen composed of parallel, spaced needles having a fixed connection at one end and extending separate, independent and free, and are pliant, springy and adapted to vibrate under



the impact of the grains or small seeds. A guard protector or fender is located so as to prevent any of the grains or small seeds from falling upon the upper portion of the screen. A device for guiding the grains and small seeds so that they must strike directly upon the lower portion of the screen is provided.

Albert R. Penprase, of Duluth, Minn., has been granted letters patent on a separator and grader and assigned it to Byron G. Segog, John F. Segog and Basil D. Brown, of same place. It consists of a combination with a suitable casing of a feed hopper, of two inner diverging screens, two inner converging floors connecting the inner screens, two outer converging screens parallel with the converging floors, two outer diverging floors connecting the outer converging screens and parallel with the inner diverging screens. The inner floors and screens are so arranged as to discharge particles of dirt and waste material into a suitable receptacle, and the outer floors discharge waste material at the side of the casing, the grain follows the zigzag passages to bottom and is discharged into a suitable receptacle.

If any shipper knows what "feed barley" means, and can prove it, he will profit by writing us a full defense of his position.

## SUITS AND DECISIONS

In the case of Berry v. W. Va. & P. R. R. Co., 30 S. E. 143, the court decided that the railroad company is liable as a common carrier until a reasonable time after the goods have been placed in the warehouse.

Suit has been brought by The Middle Division Elevator Co. against Mrs. L. Hasenwinkle, at Bloomington, Ill. The plaintiffs claim that the defendant failed to deliver grain which had been contracted for, thus occasioning them a loss.

Eben F. Osborne, of Minneapolis, Minn., has brought suit against the Short Risk Grain Indemnity Co., of same place, to compel the appointment of a receiver and to secure judgment for a claim of \$5,250 against the company, which he claims is due him on back dividends.

Suit is being brought against Dwight Andrews, former state grain inspector of Illinois, and T. P. Jenkins, his cashier, on a charge of embezzling the sum of \$200, which came into their hands as fees, and should have been turned into the office of the Railroad and Warehouse Commission.

In the test case suit of Cardin & Bibb v. The O. R. & N. Ry. Co., to compel the railroad company to transfer cars of grain consigned to Tacoma and accept the rates prescribed in the new railroad bill, a motion of dismissal has been made, the plaintiffs claiming they could not afford to carry it on to a successful issue.

Suit has been brought against Paddock, Hodge & Co., of Toledo, O., by Mrs. Margaretta Carr, for \$10,000. The plaintiff claims that the death of her husband in the recent Union elevator fire was due to criminal neglect of defendants, by allowing grain dust to collect in large quantities in the engine room and elevator.

An indictment has been returned by the grand jury against Jesse M. and John F. Benson, of Colfax, Ill., for embezzlement. They are charged with having drawn pay from J. H. French for 7,000 bushels of grain on fictitious contracts and that they reported the delivery of more unshipped grain than the elevator at Colfax would have held at the time it was burnt.

Suit has been brought against the Greenleaf-Baker Grain Co., of Atchison, Kans., by Edward Boyd, for \$15,000, and is for injuries sustained which resulted in the loss of his right arm. The plaintiff claims that on March 30, 1897, he was ordered by the foreman of the elevator gang to set the brake on a certain car, which he proceeded to do. While performing this duty the foreman sent another car violently down the same track, which crashed against the car on which he stood, knocking him off. Falling on the track, the wheels passed over his arm, which was so badly injured that amputation was necessary.

Do not overbid your neighbor simply because he is trying to get a few bushels of corn. There is room for all and the service is worthy of the pay. It is not necessary to pay a farmer more for grain than the grain will command in the terminal market.



## KANSAS NUBBINS.

We are indebted to F. D. Coburn, secretary of the Kansas State Board of Agriculture, for the use of the engraving of the Kansas Nubbins given herewith. The engraving was not made from a fancy sketch, but from a photograph of the real thing. The ten ears of corn shown in the engraving with 10 other ears much like them, together weighed 27 pounds and 4 ounces and were awarded the first prize in a competition instituted by Homer & Ross, of Burr Oak, Kan. In the competition there were 450 entries of Jewell county corn. Jewell county has a record as a corn producer which many look upon with wondering eyes. Its production in 1896 and 1897 aggregated 18,000,000



bushels. The prize-winning sample, part of which is shown in the engraving, was taken to the Trans-Mississippi Exposition. The statement at the base of nubbins in the engraving includes the crop of 1898.

Kansas produces a little corn every year. In 1897 the crop amounted to 152,140,993 bushels; in 1896, 221,428,414, and in 1895, 201,457,396 bushels.

An Austrian chemist has discovered a process for making albumen from the waste products of coal tar at so small expense as to make it possible to live on 8 cents a day. If he wants good food for a lower price he should try American maize. It is far more palatable.

## BOOKS RECEIVED.

**SOFT COAL BURNING**, by C. M. Higenson, who is an acknowledged expert on combustion, is the name of a very interesting work which is a standard treatise on the important subject and is well worth the reading. It is published by The Railway Master Mechanic, 816 The Rookery, Chicago.

**THE HESSIAN FLY AND WHEAT DISEASES** is the title of Bulletin No. 58 of the Maryland Agricultural Experiment Station. This bulletin gives a description and life history of the Hessian Fly, describes its habits, effects on wheat, natural enemies and prevention and remedial measures, by Willis G. Johnson, A. M., Entomologist. It also

trons showing the practical application of the warrant. A copy of this booklet can be obtained by addressing the company at 164 Dearborn St.

**PORK PRODUCTION, THE HOG IN AMERICA** is the subject of the report of the Kansas State Board of Agriculture for the quarter ending September 1898. This report is devoted to a discussion of modern swine, swine-rearing, and economical and profitable pork-production in Kansas. It reflects great credit both on the Department and its secretary, F. D. Coburn.

## OUR COB PILE.

If England goes to war with France the persistent champions of the national wheat storehouse scheme will have a tempting opportunity to say, "I told you so."

Russian millers have petitioned for an export bounty on flour. If they get it this year, there may be an opportunity for American wheat exporters to divide the bounty with the millers.

The great dressed beef man of Chicago was not so swift in getting into the grain elevator business as some of the Board of Trade gossips were wont to believe would be the case.

The exports from Atlantic ports have been very heavy and even Philadelphia, which for a time seemed to have lost its hold on the grain trade, has enjoyed a very prosperous trade during recent months.

We wish to call the attention of the Kansas farmers, who a short time ago were posing as staunch friends of the erstwhile great bull speculator, that they have not yet placed him on the pension list.

The elevator man who thinks he has a cheap gas engine, that is, those who think they succeeded in buying one at a very low price, would profit by making a few experiments to arrive at the cost of operating the same.

Reports from Indiana, Kansas and some other districts of the fall wheat country are to the effect that the wheat acreage has been materially increased this fall and that the conditions for its growing are the best.

And now they have taken to growing green corn, that is, our sweet corn, in England, and it has actually received a warm welcome there. If the people of Great Britain keep on they will soon be eating the much detested American maize.

Decatur, Ill., will celebrate its prominence as a corn center by holding the Macon County Grain Carnival, Oct. 26 to 29. Macon county is also producing good corn shellers and cleaners as well as good corn, and they will also be on exhibition.

A steamer was chartered recently at Philadelphia to haul grain for a Russian port on the Baltic Sea. Shipping grain to Russia is a novelty, but then we are shipping to nearly every country this year, and recently many steamers have been loaded for different European ports.

The folly of erecting cheap steel tanks has nowhere been made more apparent than at Murphysboro, Ill. Shortly after the tanks were erected they were reported to have fallen in, and recently the top of a tank fell in and exposed 15,000 bushels of wheat to a rain storm. It pays to build good steel storage tanks.

treats of some of the important wheat fungous diseases, such as smuts, rusts and septoria and their prevention, by Charles O. Townsend, Ph. D., Plant Pathologist.

**APPROVED METHODS FOR TRANSFER OF POSSESSION** as applied to both manufactured stock and raw materials is a small booklet issued by the National Storage Co., of Chicago, and shows the application of the Storage Warrant System to the warehousing of personal property for the purpose of collateral security or for the guarantee of possession after purchase while remaining on the premises of the original owner. It explains the warehousing of grain and seed; the cost and requirements and gives a few letters from pa-



## CONDITION OF CORN.

Recently we sent a few letters of inquiry, regarding the conditions of corn, to Illinois and Indiana grain dealers, in which we asked the following questions:

(1.) What per cent of an average corn crop will be gathered?

(2.) Will much be left in the fields?

(3.) How much more moisture does the corn contain than usual?

(4.) Will any of it grade No. 2?

We have been favored with the following replies:

Amo, Ind.—(1), 110 per cent; (2), little or none; (3), damper than usual, cribbing time 2 or 3 weeks late; (4), some rotten corn, but with a little care will have No. 2 grade.

J. J. Doan & Co.

Armstrong, Ill.—(1), 60 per cent; (2), none; (3), 50 per cent more than usual at this time of the year; (4), no.

G. R. Risser.

Bement, Ill.—(1), 90 per cent; (2), 1-10 of the early planting; (3), none; (4), yes, about  $\frac{3}{4}$  next summer.

J. M. Camp.

Bluemound, Ill.—(1), 90 per cent; (2), there will be some left in the fields; (3), contains a great amount of moisture, in no condition to crib; (4), a fair share will, in course of time.

George Millhon.

Bluemound, Ill.—(1), 50 per cent; (2), yes; (3), 30 days later in maturing; (4), not without sorting.

Hill Bros. & Crow.

Bondville, Ill.—(1), 40 per cent; (2), 10 per cent; (3), 5 per cent; (4), no.

H. A. Clevenger.

Broadlands, Ill.—(1), 70 per cent; (2), yes; (3), 20 per cent; (4), not unless picked, then not until freezing weather.

Burrowsville, Ill.—(1), 90 per cent; (2), 5 per cent; (3), very wet; (4), about 50 per cent.

J. R. Howell.

Clarence, Ill.—(1), 75 per cent; (2), 10 per cent rotten in the fields; (3), 10 to 20 per cent more moisture than usual; (4), no, some may be next summer.

M. M. Frederick & Co.

Crescent City, Ill.—(1), 67 per cent; (2), 10 per cent; (3), about 10 per cent; (4), only a small per cent.

Harlam Bros.

Cropsey, Ill.—(1), 60 per cent; (2), 10 per cent, or 3 bushels per acre; (3), some little, can't say how much more; (4), no.

Hayward Bros.

Dana, Ill.—(1), 75 per cent; (2), 10 per cent damaged corn; (3), 5 per cent; (4), very little, unless picked carefully.

Shellabarger Mill & Elevator Co.

Decatur, Ill.—(1),  $\frac{3}{4}$  average crop; (2), considerable rotten corn will be left in the fields; (3), 50 per cent more moisture than last year; (4), do not expect any new No. 2 corn before January, and very little before May.

Suffern, Hunt & Co.

Decatur, Ill.—(1), 50 per cent; (2), a great deal of corn is blown down, in bad shape, and quite a little of it rotten; (4), very little will grade No. 2.

Decatur Milling Co.

Delavan, Ill.—(1), 67 per cent; (2), 10 to 15 per cent; (3), 100 per cent more; (4), no.

E. M. Wayne.

Eureka, Ill.—(1), 75 per cent; (2), not to exceed 10 per cent; (4), not any until next summer. J. M. Murray & Co.

Fairbury, Ill.—(1), Full average crop; (2), great deal of rotten corn; (3), no more than usual; (4), new corn will not

grade No. 2 before May, and not much then unless it is sorted in husking from the fields.

Emil Keller.

Fairbury, Ill.—(1), 80 per cent; (2), a good deal of rotten and mouldy corn left in the fields; (3), no more than usual; (4), no, not until next May.

S. M. Barnes.

Farmer City, Ill.—(1), 80 per cent; (2), quite a little rotten corn in the fields; (4), very little.

J. A. Angspurger & Son.

Galesville, Ill.—(1), 90 per cent; (2), 10 per cent; (4), very little.

Hayes Bros.

Harristown, Ill.—(1), 50 per cent; (2), 20 per cent; (4), corn late, cob sappy.

J. N. Keefer.

Havana, Ill.—(1), 90 per cent; (2), a good deal of rotten corn; (3), very damp, unfit to crib; (4), no.

Herschel, Ill.—(1), 30 bushels per acre; (2), about 2 bushels of mouldy corn per acre; (3), not as dry as former years; (4), No. 3 will be the best.

B. Gulshen.

Jacksonville, Ill.—(1), 65 to 75 per cent; (2), a good deal of chaffy and damaged corn. Corn that was cut and shocked before the recent heavy rains followed by very warm weather is severely injured.

E. S. Greenleaf.

Kankakee, Ill.—There is quite a little of the corn damaged by moulding in the husk, some fields are damaged 10 per cent, some 25 per cent in this way.

W. R. Breckenridge.

Kansas, Ill.—(1), 50 per cent; (2), no; (3), 10 per cent more; (4), no.

La Place, Ill.—(1), 80 per cent; (2), a good deal; (5), 10 to 15 per cent; (4), no.

V. Hawthorne.

La Rose, Ill.—(1), 50 per cent; (2), 5 per cent; (3), 75 per cent; (4), no.

La Rose Grain Co.

La Salle, Ill.—(1), 50 per cent; (2), 25 to 50 per cent; (3), 33 per cent; (4), some.

J. H. Kilduff.

Le Roy, Ill.—(1), 60 per cent; (2), 6 per cent; (3), 20 per cent; (4), no, not this winter.

Clarey & Payne.

Le Roy, Ill.—(1), 65 per cent; (2), 1 per cent; (3), a little more; (4), no.

Leverett, Ill.—(1), 60 to 75 per cent; (2), yes, probably 20 per cent; (3), 25 to 35 per cent more than usual; (4), no.

A. J. Flatt & Co.

Maroa, Ill.—(2), 10 to 15 per cent, most of it dry rot or field mold. In general we have probably the poorest corn crop grown here in 30 years.

M. R. Allsup.

Meredosia, Ill.—(1), 15 per cent short of last year; (2), 2 per cent of moldy corn over other years; (3), some; (4), very little will grade No. 2.

W. F. Bayer.

Minier, Ill.—(1), 75 per cent; (2), none; (3), 3 per cent; (4), not until summer.

Oheman, Ill.—(1), 75 per cent; (2), with favorable weather very little; (3), very little; (4), hardly.

Pekin, Ill.—(1), 60 per cent; (2), considerable, owing to corn being down so badly; (4), do not look for any No. 2.

Turner-Hudnut Co.

Philo, Ill.—(1), 75 per cent; (2), 10 per cent; (3), quite damp yet; (4), if sorted.

E. B. Hazen.

Piper City, Ill.—(1), 65 per cent; (2), yes, from 5 to 30 per cent; (3), 10 per cent; (4), think not.

J. A. Montelius.

Sadorus, Ill.—(1), 60 per cent; (2), 20 per cent; (3), 5 times; (4), no.

Ridge Farm, Ill.—(1), 75 to 80 per cent; quality will be good, except some may rot.

W. F. Banta.

Rosemond, Ill.—(1), 75 per cent; (2), 5 per cent; (3), 25 per cent more at this time; (4), our corn should grade No. 2, it will for the commission men.

Allen B. Smith.

Shelbyville, Ill.—(1), 65 to 80 per cent; (2), a good deal is badly fallen; (3), twice as much as usual, and three times as much as last year.

The Harwood Co.

Sidell, Ill.—(1), 67 per cent; (2), 10 per cent; (3), 20 per cent; (4), no.

Springfield, Ill.—(1), 90 per cent; (2), none; (3), 10 per cent; (4), not for 30 days.

C. C. Matheny & Co.

Springfield, Ill.—(1), 98 per cent; (2), very little; (3), no more than the average amount; (4), yes, most of it.

E. R. Ulrich & Sons.

Tallula, Ill.—(1), 65 per cent; (2), a small amount of rotten corn; (3), considerable more; (4), yes.

Norton & Co.

Tonica, Ill.—(1), 80 per cent; (2), 5 per cent; (3), 50 per cent; (4), yes, next summer.

W. E. Kreider.

Vermillion, Ill.—(1), 70 per cent; (2), none scarcely; (3), 25 per cent; (4), 50 per cent.

Warsaw, Ill.—(1), 90 to 95 per cent; (2), no; (3), quite a good deal, would say 20 per cent; (4), yes, 25 per cent in this section.

Warsaw Milling Co.

Assumption, Ill.—(1), Poorest prospect for a good crop we have had for years; (2), some that has been blown down; (4), only a little will grade No. 2.

E. Walker.

Bourbon, Ill.—(1), 50 per cent; (2), some which is damaged from dry rot; (4), No.

C. N. Jones.

Cullom, Ill.—(1), 60 per cent, quality poor; (4), No, will grade No. 3 or 4.

Hargraves Bros.

Coles, Ill.—(1), 65 per cent; (2), 10 per cent; (4), only a small per cent will grade No. 2.

F. Fugate.

De Land, Ill.—(1), 75 per cent; (2), 10 per cent; (3), 50 per cent; (4), I think but very little.

H. G. Porter.

Elwin, Ill.—(1), 75 per cent; (2), about 1 per cent; (3), 5 per cent; (4), yes, 25 per cent of it.

G. S. Connard & Co.

Millersville, Ill.—(1), Do not think we will have an average crop; (2), a good many fields will not be touched, because it will not pay to shuck it; (3), some more; (4), if any, very little.

S. J. Miller.

Mount Zion, Ill.—(1), 80 per cent; (3), no more than usual. If wet weather keeps on we will have damaged corn and lots of it.

J. C. Boyce.

Melvin, Ill.—(1), 80 per cent; (2), 2 to 4 bushels per acre; (4), corn will have to be picked very carefully, and all dry rot and soft corn thrown out to have No. 2.

Albert Buchholz.

Moweaqua, Ill.—(1), about 6 per cent of last year's crop; (4), about 5 per cent will grade No. 2.

Kirker, Rodman & Co.

Paris, Ill.—(1), 60 per cent, with large per cent rotten; (4), yes, but very little.

Augustus Rudy & Co.

Taylorville, Ill.—(1), 75 per cent; (2), no, only dry rot ears and down corn; (3), the most of the corn is late and full of sap; (4), very little, if any.

Pratt-Baxter Grain Co.



Padua, Ill.—(1), 70 per cent; (2), 10 per cent, on account of dry rot; (4), no.

Frink & Johnson.

Washburn, Ill.—(1), hard to tell; (2), some; (3), very much more; (4), no, will do well if it grades No. 3.

W. G. Johnston.

Wycles, Ill.—(1), 60 per cent; (2), 5 per cent; (3), about 33 per cent more moisture than usual; (4), very little No. 2, a great deal will grade No. 4.

A. Y. Munson & Sons.

Cabery, Ill.—(1) 60 per cent. (2) Yes, some. (3) Quite a little more. (4) A little, possibly 25 per cent. Porch & Adams.

Forsyth, Ill.—(1) 63 per cent. (2) Yes, badly down. (3) 25 per cent. (4) No.

Forsyth, Ill.—(1) 60 per cent. (2) 10 to 25 per cent rotten in the field, but the late corn is a good deal better. J. B. Good.

Henry, Ill.—(1) 60 per cent. (2) 5 per cent. (3) Some more. (4) No. Geo. Nicholson & Co.

Secor, Ill.—(1) 70 per cent. (2) No. (3) 20 per cent. (4) No. J. C. Kingsbury & Co.

Somonauk, Ill.—(1) About 100 per cent. (2) No. (3) Not much. (4) Think it will be a crop of No. 2 corn. Boslough Bros.

Urbana, Ill.—Conditions are all bad in this section, a great deal of the corn is down and owing to rains is rotting and in some instances growing sprouts. Do not think it will grade at all. J. G. Holderman.

Wilson, Ill.—(1) 75 per cent. (2) 20 per cent. (3) 10 per cent. (4) No. J. M. Maguire.

Warrensburg, Ill.—(1) 67 per cent. (2) No. (3) 10 per cent more. (4) No, will do well if it grades No. 3. C. H. Faith & Co.

Jamaica, Ill.—(1) 60 per cent. (2) Quite a little. (3) 67 per cent more. (4) No. Porterfield & Barton.

Sibley, Ill.—(1) 67 per cent. (2) 10 per cent rotten in the field. (3) 100 per cent more. (4) No. L. Hutchinson.

Deer Creek, Ill.—(1) 50 to 60 per cent. (2) About 5 bushels per acre. (4) None. F. E. Sharp.

Bloomington, Ill.—(1) 70 per cent. (2) 5 per cent. (3) 8 per cent. (4) Yes, if properly separated. Crescent Grain Co.

Macon, Ill.—(1) 67 per cent. (2) 30 per cent. (3) Scarcely any will grade No. 2. Jostes Bros.

Gibson City, Ill.—(1) 60 percent (2) 5 to 3 per cent dry rot (3) Very damp (4) Doubtful. N. Eggleston.

Sibley, Ill.—(1) 67 per cent (2) 10 per cent (3) Some more (4) Yes, but very little. T. S. McDonald.

#### INDIANA.

Berne, Ind.—(1), Corn crop in this locality badly damaged in shock by too much rain and warm weather, crop was a favorable one, but fully one-third is not fit to go to market on account of being wet and ears mouldy.

C. A. Augspurger.

Connersville, Ind.—(1), 90 per cent; (2), 10 per cent; (3), considerable more moisture at this time of year than usual; (4), 75 per cent will grade No. 2.

Connersville Milling Co.

Lebanon, Ind.—(1), good average crop will be gathered; (3), contains some extra moisture; (4), fear it will not grade No. 2, on account of rotten grain.

Morrison & Finch.

Goshen, Ind.—Corn crop will be about the same average as it has been for the last few years and quality the same. There is not a great deal raised in this section.

Joshson & Son.

North Salem, Ind.—(1), 60 per cent; (2), no; (3), 12 per cent; (4), very little.

G. B. Davis.

Raber, Ind.—(1), 70 per cent; (2), possibly 10 per cent; (4), yes.

W. M. Crowell.

Goodland, Ind.—(1) 85 to 90 per cent. (2) 3 to 5 bushels. (3) 10 per cent. (4) No. C. W. Hartley.

Cowan, Ind.—(1) 90 per cent (2) No (3) Not very much (4) Yes. M. E. Harris.

#### ENCOURAGING FARMERS TO SELECT BEST CORN.

In many districts of the winter wheat belt corn is rotting in the fields, and in Illinois and Indiana it is reported to be in very bad condition. One enterprising grain dealer of Goodland, Ind., foresees

# CORN.

UTILIZE all your Corn, RAISE the GRADE and thereby realize the HIGHEST MARKET PRICE.

We would suggest the importance of carefully throwing out all the dry rot and using it as fuel. It will enhance the value of your corn and add comfort to the home. It is known throughout the commercial world that corn is more or less damaged and a close and rigid inspection is certain, the market difference wide. Hence we feel it our duty to warn you against the probability of discount, and to advise you carefully to sort out your bad corn and put it in the best possible condition for the market. It is the most unpleasant feature of the grain business to be compelled to discount grain for any cause, and it is our earnest desire to pay the highest market price. It should be your pride to deliver to us the highest grade you can obtain.

The farmer makes his own market by the condition in which he delivers his grain. It might be a safeguard to hire your corn husked by the day or month, the bushel husker gives no attention to the condition of your corn when cribbed; it is the number of bushels of corn, rot, dirt and husk that interests him most. Let us raise the grade of your grain.

Yours very truly,

C. W. HARTLEY.

A. L. HARTLEY, Mgr.

ing the trouble he is sure to have with the farmers on account of their mixing bad corn with good has flooded his district with hand bills, advising them to burn the rotten corn and take care of the good. The bill is given herewith.

The opinion of C. Wood Davis, statistician and prognosticator of somewhere in Kansas, may not be worth much when it comes to wheat yields, nevertheless, he has proffered the information to a world of anxious wheat speculators that the wheat market will advance.

#### REGULAR GRAIN DEALERS.

In addition to the names of regular grain dealers of Illinois which we published in Nos. 4, 5 and 6 of the Grain Dealers Journal, we have received the names published below. If the names of any scoop-shovel men appear, we trust the regular dealers will promptly notify us so we can make the necessary changes before publishing the list in book form for distribution among receivers, who desire to avoid bidding irregular shippers and do not want their consignments. If any names of regular dealers have been omitted we will gladly add them to the list, which will be published in the next number of this Journal. Look over the following and let us hear from you:

Arrowsmith, Ill.—J. Green, eltr.  
Atlanta, Ill.—Quigg & Tanner, eltr., 10 M.  
Augusta, Ill.—C. A. Lyon & Co., eltr.  
Ayers, Ill.—Munday-Settlemyre Co., eltr.  
Beardstown, Ill.—Hagener Bros., eltr.  
Bloomington, Ill.—H. A. Bailey, eltr.; W. H. Westbrook, eltr.  
Bryant, Ill.—Sutherland & Shultz, eltr.  
Cameron, Ill.—Mr. Hickey, eltr.  
Cerro Gordo, Ill.—J. M. Shively, eltr.  
Champaign, Ill.—Charles Mueller.  
Chandlerville, Ill.—Grant Sloan, eltr.; James Abbott, eltr., 25 M.  
Charleston, Ill.—Bergner & Co., eltr.; Geo. B. Griffin, eltr.  
Chatsworth, Ill.—Cowen Bros., eltr.  
Chebanse, Ill.—Jacob Ader & E. O. Clobby.  
Cissnapark, Ill.—Jacob Kroph, eltr.  
Clarence, Ill.—Mr. Kelley, eltr.  
Colusa, Ill.—Byer & Lionberger, eltr.  
Coon Siding, Ill.—Charles Reader.  
Cowden, Ill.—P. E. Ballet.  
Cragin, Ill.—Northwestern Malt and Grain Co., eltr.  
Dalton City, Ill.—Smith & Hippin, eltr.; E. Zimmer & Co., eltr.  
Daum, Ill.—R. H. Davis.  
Delana, Ill.—B. F. Boke, eltr.  
De Pue, Ill.—George Beyers.  
Durley, Ill.—Munday-Settlemyre Co., eltr.  
Emden, Ill.—Van Buening & Miller, eltr.  
Enterprise, Ill.—Munday-Settlemyre & Co., eltr.  
Farmer City, Ill.—J. A. Augsburg & Son, eltr and cribs, 100 M.  
Fisher, Ill.—Hinton & Wheeler, eltr.; George Pearce, eltr.  
Fletcher, Ill.—Conger & Beier, eltr.  
Fox Station, Ill.—F. C. Beane, eltr.  
Freeport, Ill.—Graham Bros., eltr.  
Germantown, Ill.—The Star. Milling Co., eltr., 50 M.  
Hersher, Ill.—Inkster Bros., eltr., 80 M.  
Hillsdale, Ill.—John Butzer, eltr.  
Hindsboro, Ill.—Smith & Co., eltr.  
Howard, Ill.—Howard Elevator, C. G. Meserole, Mgr.  
Hudson, Ill.—Asa A. Skinner, eltr.  
Kankakee, Ill.—Carrington & Hannah Co., eltr.  
Leeds, Ill.—O. M. Kelley, eltr.  
Mahomet, Ill.—Benson Bros. & Co.  
Manhattan, Ill.—Hargreaves Bros., eltr., 30 M.  
Minonk, Ill.—J. M. Wray, eltr.  
Monmouth, Ill.—S. C. Bartlett & Co., eltr.  
Mt. Morris, Ill.—H. H. Clevidence, eltr.  
North Dixon, Ill.—Geo. W. Depuy.



Norwood, Ill.—John Robb, eltr.  
 Ocoya, Ill.—Kent & Wooddell, eltr.;  
 W. A. Haynes & Co., eltr., 40 M.  
 Orangeville, Ill.—The Barnes eltr.  
 Parnell, Ill.—The John Walters Company.  
 Princeville, Ill.—C. C. Davis & Co.,  
 eltr.; Mr. Goff, eltr.  
 Rantoul, Ill.—Ed. Risser.  
 Rockton, Ill.—Phelps & Collier, eltr.  
 Roodhouse, Ill.—Warren Armington,  
 eltr.  
 Saybrook, Ill.—Coon Bros., eltr.  
 Shannon, Ill.—G. C. Byers, eltr.  
 Shuttac, Ill.—Munday-Settlemyre Co.,  
 eltr.  
 Sollitt, Ill.—Geo. M. Bennett & Co.,  
 eltr.  
 Stanford, Ill.—A. H. Linebarger, eltr.  
 Sterling, Ill.—The Howard Commis-  
 sion Co., eltr.; Findlay & Co., eltr.  
 Steward, Ill.—Titus Bros., eltr.  
 Stone, Ill.—Zeller & Hutchinson, eltr.  
 Strawn, Ill.—Tryon & Poole, eltr.  
 Streator, Ill.—Gus Wenzlenan, eltr.  
 Tatham, Ill.—John Spellman, F. Or-  
 ton and George Hubbard, eltr.  
 Texas City, Ill.—Garner & Garner,  
 eltr.  
 Tolono, Ill.—French & Co., eltr.  
 Toxa, Ill.—Tivis & Linder, eltr.  
 Tuscola, Ill.—H. E. Rea & Co., eltr.  
 Venice, Ill.—C. H. Albers, eltr.  
 Walshville, Ill.—Munday-Settlemyre  
 Co., eltr.  
 Wapella, Ill.—J. J. Daley, eltr.  
 Warren, Ill.—Joseph Hicks, eltr.  
 Woodland, Ill.—Cavitt Bros., eltr.  
 Yeoman, Ill.—Donlin & Griffith, eltr.  
 Yuton, Ill.—G. W. Piper, eltr.  
 Zanesville, Ill.—Munday-Settlemyre  
 Co., eltr.

Shippers and receivers seem to have a mania for telling about large carloads this season and one market no sooner outclasses those which have previously reported, than a new market comes forward with even a larger carload. Toledo was the first to boast of a large carload, and, of course, Chicago had to go the Ohio town one better, and now Duluth comes forward with a carload that smashes all the records to smithereens. A receiver has an advice of a shipment of a car from North Dakota to the effect that the car contains 97,780 pounds, or 1,627 bushels. This beats Chicago's banner carload by nearly 200 bushels.

### NEW YORK.

The Clyde Grain & Produce Co., of Clyde, N. Y., is building a new storehouse.

H. Clinton Porter, of Hebron, N. Y., dealer in grain and fertilizers, has filed a petition in bankruptcy.

The Southern Cotton & Grain Stock Exchange has been incorporated at New York, N. Y., with a capital of \$5,000.

John A. Smith, of Dairyland, N. Y., has bought the feed store of Israel Slater at Centreville and will put in a feed mill and gasoline engine.

Owing to the factional interests concerned, the arrangement to insure the grain along the Brooklyn water front under one blanket policy may prove to be a failure.

Owing to a scarcity of cars on the Lehigh Valley Road which handles the grain for the Coatsworth elevator at Buffalo, considerable delay was experienced in getting grain from the steam-

ers to the above mentioned elevator. In some instances boats were delayed a week.

The elevator situation at Buffalo is becoming strained because the New York Central is attempting to handle all the grain through its own elevators. On account of the great scarcity of cars, considerable delay has resulted, but the demurrage charge has not been mentioned.

The Charles G. Curtis Co., has been incorporated at Buffalo, N. Y., to engage in the manufacture of grain products. This company is to have a capital stock of \$300,000. The incorporators are Alexander M. Curtis, Harlow C. Curtis and Frank D. Locke, of Buffalo, and Gustav Sobatha, of New York.

The grain committee of the New York Produce Exchange has abolished the charge of  $\frac{1}{2}$  cent a bushel, which by a usage of the trade has been charged on grain stored in railroad elevators at New York, because such grain is entitled to free lighterage to ocean steamers. The abolishment of the charge is looked upon as a first step in the movement to reduce port charges in order to attract larger shipments.

At a meeting of the grain trade on Oct. 14th, a proposition advanced by the Brooklyn Wharf & Warehouse Co., on the Produce Exchange, was accepted, which gives free lighterage on grain from store under the same conditions and terms as the railroads lighter it. The proposition was accepted on the condition that the railroad equalization be abolished and that the regulation should be permanent. This is expected to help canal boatmen and increase New York grain trade.

### PENNSYLVANIA.

Mr. J. F. Cummins, of Blairsville, Pa., has opened a feed store.

Addison Hoffer and Andrew Stauffer, lessees of the Kreider grain warehouse and mills at Palmyra, Pa., have taken charge of the same.

Spontaneous combustion in the grain bins was the cause of destroying the Hileman Roller Flouring Mills at Silgo, Pa., on Oct. 11th. It pays to keep flour mills and grain elevators clean.

During the week of Oct. 9 to 15 about sixty steamers were chartered to load grain at Philadelphia and other North Atlantic ports. Seven steamers left Philadelphia during the week previous, taking out altogether 757,753 bushels of grain, bringing the total of the year so far up to almost 31,000,000 bushels, an increase of nearly 6,000,000 bushels over the corresponding period of last year.

### NEW ENGLAND.

News items from New England will always be welcome.

Maurice Lane is building a grain store at Barrington, N. H.

T. M. Millay has opened a grain and feed store at Richmond, Me.

Alvah Knox and Wentworth Hobbs are building a grain store at West Osipee, N. H.

Potter & Co., grain dealers at Athol, Mass., are building a new elevator with a capacity of 20,000 bushels at a cost of \$2,500. The building will be lighted with electricity and the power for running the machinery will be furnished by an electric dynamo.

### OHIO.

The insurance companies have paid G. C. Campbell, of New Holland, Ohio, in full for the loss of his elevator.

The Union elevator, which was operated by Paddock, Hodge & Co. at Toledo, O., and recently destroyed by fire, will be rebuilt.

Perry Miller, of Celina, Ohio, is determined to make that point the leading grain market of the vicinity, even if he has to bring on a fight and do business at a loss. An increase of a few cents over the market price secured for him recently a 30,000 bushel lot that was intended for another market.

Recently the largest shipment of oats ever sent from Toledo, Ohio, for export, was shipped from there to Liverpool, by E. L. Southworth & Co. It consisted of 120 cars, divided into three trains of 40 cars each, and aggregated 120,000 bushels. This speaks well for the foreign trade of this enterprising firm.

The large grain elevator at Ashville, O., belonging to W. P. Salladay, was burned on the night of Oct. 14. The building contained at the time 3,000 bushels of wheat, 100 bushels of corn, and a quantity of flour, feed and salt. The loss is \$10,000; insurance \$8,000. The building was of wood and 45 years old. In all probability Mr. Salladay will replace it with a modern elevator.

The official report of the Ohio Department of Agriculture on the average product and general condition of the crop, places the wheat crop at 42,268,161 bushels; oats, 31,372,389 bushels; barley, 619,883 bushels; rye, 600,389 bushels, and corn at about 95 per cent. of an average crop. These figures are based on the area sown as returned by township assessors, together with the product per acre, estimated from threshers' returns.

Paddock Hodge & Co., operators of the Union elevator at Toledo, have been awarded \$235,000 insurance on their burned grain. The work of removing the ruins is still going on, and it is estimated that it will take months to remove the grain, which lies in a vast pile at the scene of the conflagration. The oats have hardly been touched, for the bins are covered by the machinery, which retains the heat and renders the spot almost unapproachable.

### INDIANA.

The new elevator at Winchester, Ind., is expected to begin operations in the near future.

The Lyons Mill & Elevator Co., of Lyons, Ind., are putting in a boiler and other new machinery.

T. A. Bryant, of Rockville, Ind., will open a commission house in Crawfordsville in the near future, and represent Ware & Leland, of Chicago.

Risser & Rich, grain merchants of Oxford, Ind., have purchased the Hutchins elevator at Easton. This will give the firm the advantage of three railroads.

I. M. Casebeer's elevator located on the C. & E. I. Ry. at Hillsdale, Ind., was destroyed by fire at 3 a. m., Oct. 21. The loss is \$2,000, partially covered by insurance.

J. D. McFerran, of Lewis Creek, Ind., has leased the Big Four elevator at Shelbyville. He is having the elevator overhauled and repaired and new machinery put in. It will be ready for business Nov. 1st.



## ILLINOIS.

The new elevator at Irwin, Ill., is now ready for use.

Work has begun on the new elevator at Harpster, Ill.

Edgar Brooks has opened a feed store at Sandwich, Ill.

Another new elevator is to be built at Longview, Ill.

D. W. Paull has opened a hay and grain store at Aurora, Ill.

French & Co.'s elevator, at Tolono, Ill., is nearing completion.

The elevator at Gorman, Ill., is completed and ready for business.

Two good grain elevators are now in course of construction at Tolono, Ill.

Opie Bros. are putting new machinery in their elevator at Apple River, Ill.

The grain elevator at Apple River, Ill., is almost completed and is in use.

The foundation for the new Morgan elevator at Tolono, Ill., is being laid.

Tom Harney has bought the elevator at Annawan, Ill., from Marcellus Bros.

A grain buyer from Chicago has taken charge of the elevator at Maryland, Ill.

R. F. Cummings, of Clifton, Ill., has purchased L. Lamoreaux's elevator at Gilman.

Two Chicago Board of Trade memberships were sold recently at \$700 net to the seller.

Chamberlain & Williams, of Farmer City, Ill., are going to build an elevator at Weedman.

Asa W. Skinner has his new elevator at Hudson, Ill., about completed and is taking in grain.

During the week ending Oct. 7 40,000 bushels of grain were shipped from Prairie City, Ill.

McBride & Dillavon, of De Land, Ill., will put a solid foundation under the new addition to their elevator.

Harold J. Stickney, of Warren, Ill., has gone to Stacyville, Ia., to assist his father in managing an elevator.

Thirty thousand bushels of corn were handled by the grain dealers at Leonard, Ill., for the week ending Oct. 10.

Work will commence as soon as the weather will permit on a new office for the Farmers' Elevator Co., at Elliott, Ill.

T. J. Hickey, of Chebanse, will manage the elevator purchased by R. F. Cummings from L. Lamoreaux at Gilman, Ill.

The Hales & Curtis Malting Co., of Chicago, Ill., have filed a certificate of change of name to the Guarantee Storage Warrant Co.

The Farmers' Elevator Co., of Easton, Ill., held its first annual meeting recently and re-elected Doc McClintock treasurer and general manager.

E. E. Bagley has transferred his wholesale feed and grain business from Harvard, Ill., to Chicago, and has offices in the Old Colony building.

The receipts at the Dewey elevator at Annawan, Ill., for the last four or five weeks has been from one hundred and fifty to two hundred loads daily.

Frank Supple is erecting a grain elevator at Twin Grove, Ill. The building will be 20x40, have a capacity of 5,000 bushels and be ready for business Nov. 1st.

The Sheldon Elevator Co., at Sheldon, Ill., is doing a rushing business, one day recently there were over a dozen

loads of grain waiting their turn to be weighed.

Culbertson & Orendorff's grain elevator at Delavan, Ill., burst at one corner on Oct. 14th and let out 2,500 bushels of shelled corn, only 25 bushels of which were wasted.

The Board of Trade Mutual Benefit Insurance Company, of Chicago, has elected C. L. Dougherty to the vacancy in the executive board caused by the death of Gilbert Montague.

Turner-Hudnut Co.'s new elevator at Chandlerville, Ill., is now completed. The building is 24x36 feet, has a capacity of 12,000 bushels and cost \$3,000. James Abbott is to be the manager.

Bids are in for the new Armour elevator, which will be known as Elevator G. It will have a capacity of 3,000,000 bushels and be located at 22nd street and South branch, near elevator D.

George W. Mundie, of Earlville, Ill., has increased the facilities and otherwise improved his elevator, which makes it a modern house in every respect with a capacity of 20,000 bushels.

The corn crop of Illinois will be cut short by the winds and rains, and that portion of the crop secured will contain an unusual amount of moisture so that little of it will grade No. 2 unless dried.

A. M. and I. E. Firey and B. A. Turner have bought the grain business and elevator of Owen M. Best at Edenburg, Ill., consideration \$7,500. The new firm is to be known as Firey Bros. & Turner.

Edward G. Leszynsky, of Chicago, Ill., filed a petition for voluntary bankruptcy in the United States district court Oct. 15. The cause of the failure is said to be due to unsuccessful speculations on the Board of Trade.

Benton Watson, of Chesterville, Ill., has bought a half interest in the elevator at West Ridge from Samuel Smiley. They will continue the business at that point and Mr. Watson will buy grain on track at points along the C. & E. I. Ry.

O. W. and D. O. Clapp, of Chicago, Ill., formerly in the grain and stock business at New York City, recently filed voluntary bankruptcy papers, giving their combined liabilities at nearly half a million dollars without any available assets.

Celestin Lazarus, a member of the Chicago Board of Trade, died recently. He was one of the original directors of the Board of Trade, with which institution he had been connected for twenty-two years. Mr. Lazarus held the position of caller for eight years, and later was engaged in the commission business.

The Consolidated Elevator Co., is building a new elevator at East St. Louis, Ill., to replace the old Union Elevator which was burned on January 25, 1898. The building will be completed about Nov. 15th, and will have a capacity of 1,050,000 bushels of grain. It will have facilities for handling 150 cars a day. The old elevator was built in 1882.

McFadden & Co.'s elevator, at Oakford, Ill., was totally destroyed by fire Sept. 30 at 3 a. m. It contained at the time of the fire 4,000 bushels of corn, 2,000 bushels of wheat and a small quantity of oats. Both elevator and grains were well covered by insurance, the cause of the fire is unknown. The

firm will immediately put up a new building on the old site.

The Chicago Board of Trade was closed Wednesday, Oct. 19, in honor of the Peace Jubilee. The decorations on the building were simple and effective. Over the main entrance at the foot of LaSalle street was a large shield and eagle, very prettily festooned with flags and a large banner stretched the entire length of the building and bore the words "Commerce Follows the Flag."

On the morning of the 20th of October the roof of the Reliance tank elevator at Murphysboro, Ill., fell in. The wheat is drawn from the tank by means of suction pumps. On the morning that the accident occurred the valves at the top of the tank were turned the wrong way and when the pumps started all the air was sucked out, leaving a vacuum which caused the roof to fall in. There were about 15,000 bushels of wheat in the tank at the time and this was exposed to a drizzling rain, but the wheat was pumped out and dried and will not be badly damaged.

Fred D. Stevers & Co., grain commission merchants of Chicago, entertained a number of country grain shippers and their families during the recent National Peace Jubilee. Seats were provided for the party in the official grand stand from which the parade could be witnessed with comfort and refreshments were served. The following enjoyed the firm's hospitality: E. S. Waite, Jr., Rocton, Ill.; L. J. Roberts, Bangor, Wis.; A. R. Wick, Rounel Grove, Ill.; John H. Bunn, Byron, Ill.; Jos. Sheaff, Holcomb, Ill.; W. M. Webster, Poplar Grove, Ill.; D. R. Hatch and M. P. Shrope, Stillman Valley, Ill.; D. Meller, Lanark, Ill.; A. W. Palmer and A. W. Bunn, Myrtle, Ill.; H. Heller, Waunakee, Wis.; Chas. Gates, Holcomb, Ill.

## SOUTHEAST.

The Mississippi River Elevator Co. has been incorporated at Vicksburg, Miss., with a capital of \$15,000.

The grain elevator at Pensacola, Fla., recently loaded the steamer Comino of the Pensacola-Liverpool line.

An attempt is being made to form a company at Owensboro, Ky., to build and operate a large elevator. The company is to have a capital stock of \$25,000.

On Oct. 11th the license was issued incorporating the Baker & Holmes Co., of Jacksonville, Fla., with J. Dobbin Holmes, John D. Baker and Benjamin F. Bowden as incorporators. They will conduct a wholesale business in grain, groceries, provisions and building material.

On the night of Oct. 8th fire broke out in T. H. Cheek's warehouse at Chattanooga, Tenn. The three fire companies of the place were unable to save the building, which was filled with hay and grain, all of which was so badly saturated with water or burned as to be rendered worthless. The origin of the fire is not known.

On Oct. 6th the new elevator and mill of W. S. Jenkins & Co., at the Southern Railway depot, Leesburg, Va., together with a large quantity of grain which it contained, was totally destroyed by fire. Jenkins & Co. bought the elevator about a year ago from Col. E. V. White, and the mill was a new addition to the ele-



vator. It had been in operation scarcely a week when the fire occurred. The loss is \$20,000; insurance about \$13,000.

On the night of Oct. 6th an attempt was made to assassinate Allen Zaring, of Richmond, Ky. Mr. Zaring is book-keeper for the J. W. Zaring Grain and Mill Co., of Richmond, and is a very prominent young business man.

### MARYLAND.

On Oct. 6th the wheat committee of Baltimore, Md., chamber of commerce, made its regular visit to the various elevators to inspect the handling of wheat.

It has been agreed to organize and operate a milling and elevator company at Taneytown, Md., which will absorb the present business of Reindollar & Co.

The grain shipments from Baltimore are so heavy that considerable difficulty is experienced in securing steamers, and it seems probable that the enormous shipments of last year may be equalled.

On the complaint of Hiram M. Brown, of Baltimore, a bill has been filed for the dissolution of the partnership of J. K. B. Emory & Co., grain merchants, and an accounting. The firm was formed prior to 1894. Mr. Brown claims that he has been deprived of his share of the profits to the extent of \$450.95.

### IOWA.

T. B. Bodwell has sold his interest in the grain business at Burdette, Ia., to his partner, R. F. Buell.

In spite of considerable opposition, work on the new elevator of Mr. Bock, at Rockwell City, Ia., has commenced.

The Scholes elevator of Greenfield, Ia., has received a new 25 horse-power boiler, and 1895 corn is now being shelled.

The Iowa & Texas Land Co., of Oskaloosa, Ia., advertises to exchange a creamery and feed mill for city property.

G. F. Burmeister, of Donahue, Ia., is building a new elevator, which, when completed, promises to be a model house.

The Graettinger, Ia., Times says the local dealers are paying the highest market price for grain of any town in that vicinity.

Fire destroyed the new elevator of the St. Paul & Kansas City Grain Co., at Elwell, Ia., on the afternoon of Oct. 5. Loss, \$7,000.

On Oct. 10 the oatmeal mills at Des Moines, Ia., owned by the Iowa Linseed Oil Co., were totally destroyed by fire. Loss, \$30,000.

F. H. Peavey & Co., of Minneapolis, Minn., have let the contract for their new 1,500,000 bushel elevator at Council Bluffs, Ia., to Goldie & Son.

G. F. Thomas has purchased the elevator of the State Elevator Co., at Silver Lake, Ia. He has an elevator in Mayer and one in Lester Prairie, Minn.

Smith & Cole are having an elevator erected at Emery, Ia., which will soon be completed. Another one will be built by them at the Central depot of that city.

M. McFarlin and wife, of Des Moines, recently attended the Knights of Pythias annual conclave in Pittsburg, and afterwards visited friends and relatives in Pennsylvania.

When the elevator of W. S. DuBois, of Rockwell City, Ia., receives its new addition, the foundation of which is be-

ing laid, the building will have a storage capacity of 30,000 bushels.

We will commence to publish the names and addresses of those regularly engaged in the grain business in Iowa in the next number of the Grain Dealers Journal. Regular dealers who have not sent us the names of the legitimate grain dealers in business at their own and nearby stations should do so immediately.

### KANSAS.

A. J. Brown has opened a grain office at Kiowa, Kan.

The Keystone Milling Co., of Larned, Kan., is building a large elevator at that point.

Owing to recent rains throughout the wheat belt of Kansas the fall wheat is in magnificent condition.

The H. J. Light Grain Co. is erecting an elevator at Salina, Kan., between the Rock Island and Santa Fe tracks.

Barton county, Kansas, will have about 300,000 acres in wheat this year, as compared with 125,000 last season.

Heavy business has caused J. K. Davidson & Co., of Parson, Kan., to work a night force at their grain elevator.

The seeding of wheat in the vicinity of Kinsley, Kas., is almost completed and recent rains have put the ground in excellent condition.

The stockholders of the Atchison City Elevator Co. will hold a meeting Oct. 27 at Topeka, Kan., for the purpose of electing directors and transacting other business.

The farmers near McPherson, Kan., having finished seeding, are getting their wheat to market. Colburn Bros., of that place, are buying from 3,000 to 4,000 bushels a day.

At a recent meeting of the Kansas Grain Dealers' Association several members complained that scoop-shovel men were being sent out by Kansas City commission men.

Regular grain dealers should send us the names of all firms regularly engaged in the grain business at their own and nearby stations. We expect to begin the publication of the Kansas list soon.

The largest grain elevator at Columbus, Kan., owned by Louis Prell, was burned on the night of Oct. 17. The building with its contents, valued at \$4,000, was all destroyed; insurance about \$2,500.

The indications are for an unusually large winter wheat acreage in Barton County, Kansas, this year. An increase of 20 per cent is anticipated over last year's seeding.

An attempt was made to burn Muck & Eslinger's elevator, at Dorrance, Kan., on the night of Oct. 11th. The fire was started in a box car on the sidetrack, but was put out before any material damage was done to the elevator.

Ebby Whitney, a colored employe of the Greenleaf-Baker Grain Co., Atchison, Kan., at their elevator, was caught in the rope which is used for pulling cars, and drawn up over a shaft into the pulley. He sustained quite serious injuries, but will recover.

Mr. William Finn, elevator proprietor of Sedgwick, Kan., is of the opinion that the price of wheat will go up to a dollar a bushel, and that there will be

an invisible supply of 200,000,000 bushels in the United States this winter. He says the farmers are in a position to hold their wheat until the price goes up.

Albert J. Enright, of St. Joseph, Mo., is the promoter of a scheme to form an organization to be known as "The American Agriculturists' Association." The organization will embrace all the states in the Union, and its purpose will be to fix the selling price of wheat at not less than 80 cents per bushel. It is claimed this would net the farmers a profit of \$100,000,000 the first year.

The regular grain dealers of Kansas who are members of the Kansas Grain Dealers' Association are organizing local associations. Secretary Smiley informs us that meetings will be called once a month in the following named territories: Chanute, Coffeyville, Wellington, Wichita, Stockton, Concordia, Hiawatha and Hayes City. All members are taking an active part in the work of the association and the members of the trade are naturally being drawn closer together. Many quarrels of years' standing have been settled to the satisfaction and profit of the participants. A better feeling exists.

Secretary E. J. Smiley, of the Kansas Grain Dealers' Association, informs us that the following firms have applied for and been admitted to membership in the association recently: Burhe & Walker and A. L. Hackeratt, Alton; R. H. Munn and Lietz & Moon, Anson; J. T. Richmond, Anthony; J. Maltbie, Argonia; John P. Charles, Crowell Bros., A. Mathews and Cole Bros., Attica; Gilchrist & Siceloff, Alex. Knott and C. Knox, Belle Plaine; Wm. Page, W. H. & P. G. Bandt, Bloomington; Herman F. Probst, Bluff City; S. S. Richmond, Caldwell Milling Co., and J. R. Swartzel, Caldwell; W. A. Stuckey, Rea Patterson Milling Co., Geo. A. Adams Grain Co., Coffeyville; J. R. Senter, Clearwater; Whitmer Bros., and Nunn & Lewis, Conway Springs; M. I. Gillock & Co., Corbin; E. W. Houser, Crystal Springs; J. C. Elvin, Danville; J. J. Stevenson, Dalton; B. F. Carey, and C. A. Schmidt, Freeport; John Kiefner, Garden Plane; Frank Hobart, Glen Elder; Woodson Young Grain Co., Frank L. Miller Grain Co., Moffatt Com. Co., Davis & Co., Johnson Grain Co., Holdridge Grain Co., International Grain Co., Smith Grain Co., Edw. A. Ordway Harper Menefee Grain Co., and Minter Bros., Kansas City; Kirk Bros., Kingman; W. M. Shelf & Co., Kiowa; W. J. Nunn & Co., Mayfield; V. W. Miller, Mentor; Geo. W. Hough, and J. R. Ash, Milan; C. H. Sowle, Mt. Hope; Newton Shoup, Mulvane; R. A. Sykes & Son., New Murdock; H. A. Wynn, Abel & Jacobs, Perth; J. W. Haskett, Riverdale; E. E. Corwell, Riverdale; Barrett & Hale, Wellington; Wichita Mill & Elevator Co., Wichita; E. T. Burns, Whitewater.

### NEBRASKA.

A new cribbed elevator is being built at Ord, Neb.

The Nebraska corn crop is estimated at 150,000,000 bushels.

Spencer Bros. are building a new elevator at Barnston, Neb.

Send us notice when you form a partnership or buy out an elevator.



Cy Thompson's new elevator at Allen, Neb., is being rushed to completion.

C. D. Moffett, of Friend, has opened the L. E. Davis elevator at Tobias, Neb.

The Omaha Elevator Co. expects to build a new elevator at Brady Island, Neb., soon.

James McHenry is building an elevator at Emerson, Neb., which will have a storage capacity of 15,000 bushels.

At a meeting of the stockholders of the Farmers' Grain & Stock Co., at Hooper, Neb. recently, a dividend of 20 per cent of the capital stock was declared and new directors were chosen.

Thomas O'Shea and Willie McBride, of Madison, Neb., will build an elevator near the Union Pacific tracks in that city. Work on the elevator will be commenced at once. This will make the third elevator for Madison.

Nebraska dealers will confer a favor if they will report any damage being done to corn in the field by insects. If dealers who discover such damage will send us samples of the corn we will submit it to an entomologist and publish a report on the insect.

## MISSOURI.

There is some talk of making Kansas City a basing point for grain rates in place of St. Louis.

W. E. Orthwein, of the Orthwein Grain Co., Kansas City, Mo., was married recently to Miss Marguerite Debuys of New Orleans, La.

The Armstrong Milling and Elevator Co. of Armstrong, Mo., has been incorporated with a capital of \$12,000, by A. W. Evans, J. J. Walkup, W. L. Hart and others.

The elevator and flour mill owned by the Paris Milling Co., Paris, Mo., was totally destroyed by fire Oct. 6, at 3 a. m. The loss was \$22,000, with \$12,000 insurance. The origin of the fire is unknown.

W. D. Judd, of St. Louis, Mo., proprietor of the Brooklyn street elevator, has closed his elevator and given up his offices in the Merchants' Exchange and gone to New York city, where he will engage in business.

The Trumbull Seed Co. of Kansas City, Mo., was damaged by fire Oct. 10. The five-story brick warehouse which they occupy was damaged to the extent of \$1,000, and the stock of seeds in the warehouse was somewhat damaged by water. The stock was valued at \$20,000 and insured for \$18,000.

The firm of Forrester, Baxter & Co., commission merchants at St. Louis, Mo., dissolved partnership Oct. 8. Theo. P. Baxter retiring and Joseph M. Forrester succeeding him, having associated himself with his brother, Robt. L. Forrester. They will continue the hay, grain and seed commission business under the firm name of Forrester Bros. Mr. Baxter withdraws from business in St. Louis, that he may be able to give his undivided time to the Pratt-Baxter Grain Co., at Taylorville, Ill.

J. R. McAtee, of Belgrade, Mo., writes to the Operative Miller that the wheat raised in Southwestern Missouri this year is very disappointing. "It is of a light color and shows that it did not mature as it should have done. The only 60 pound wheat we have received this season was grown on ridge land. I think the heavy dew of May and June had much to do with it. The farmers

from the low lands complain that their wheat was struck by rust when in the dough and ripened a week too soon. As most of the wheat is grown in the valleys and river bottoms, we have very little good wheat."

## WISCONSIN.

Work has commenced upon the new elevator at Merton, Wis.

The new Cargill elevator at Luxemburg, Wis., is doing a rushing business. Victor King is manager.

The new elevator of the John P. Dunsman Milling Co., at De Pere, Wis., has been completed and put into operation.

The Milwaukee Elevator Co. has put in two No. 68 Cornwall New Method Clippers and two No. 4 Barnard's Elevator Separators.

J. H. Coleman, of Colfax, Ill., formerly station agent for the I. C. R. R., recently engaged in the grain, livery and produce business at Elroy, Wis.

W. Seyk & Co., of Algoma, Wis., shipped about 4,000 bushels of wheat and rye to Kewaunee, Wis., recently, and will store it in their elevator there.

The two elevators of Angus Smith & Co., of Milwaukee, whose capacity is 480,000 bushels, have been leased for a term of two years, by Faist, Krause & Co.

Grain buyers at Milton, Wis., claim that their business has not been reduced since W. W. Cargill and the Northern Grain Company established buyers at Janesville.

John H. Ebeling says there will be a great rush to market at Green Bay, Wis., before long. The farmers are delaying in anticipation or higher prices for their grain and receipts are light.

The W. W. Cargill Co. will build a grain elevator of about 10,000 bushels, capacity on the Ahnapee & Western Ry., at Forestville, Door county, Wis.. Plans for the building have been prepared.

A company has been organized at Oshkosh, Wis., by Lorenzo Thenee and others for the purpose of securing all the barley in that vicinity and shipping it to the eastern market. Eventually an elevator will be built by this company at Oshkosh.

On Oct. 9th the grain elevator of Richards, Graves & Roberts, and the grist mills of Richards Bros., at Oregon, Wis., were destroyed by fire. The loss on the elevator was about \$10,000, with \$3,000 insurance. The buildings were opposite the Northwestern station. The elevator contained several thousand bushels of grain and about 100 tons of hard and soft coal. The building had been sold to Elno Hartwell, a farmer, who was to have taken possession in December.

The new elevator of the American Maltng Co., at Milwaukee, Wis., was nearly thrown into the river on the morning of the 20th inst. As a result of a misunderstanding of orders the Shenango No. 2 of the Chicago and West Michigan car ferry ran into the dock beside the elevator stove a big hole in it. The heavy 2x12-inch planks of which the building was constructed were crushed in and the fourteen-inch timbers of the dock were smashed in two. But little damage was done to the boat. However, the upper part of the prow of the ship was left in the

hole. The elevator is still uncompleted. It was built to hold 400,000 bushels. The extent of the damage cannot yet be estimated. It is part of the Kraus-Kerkel branch of the malt trust.

C. M. Paine & Bro. have commenced the erection of an elevator on the South Side in Milwaukee. When completed it will have a capacity of 150,000 bushels. All the machinery has been bought. The lease of the building which the firm has been occupying expires with the year.

## MINNESOTA.

Harper, Thayer & Co., a former grain firm of Minneapolis, have filed a petition in bankruptcy.

The Neillsville Elevator Co., of Neillsville, Minn., has filed articles of incorporation with a capital stock of \$10,000.

Geier Bros.' elevator at Big Stone, Minn., sprung a leak, which resulted in the letting of about 3,000 bushels of wheat out on the ground.

A new 30,000 bushels elevator has been built on the Fosston line of the Great Northern seven miles east of Fosston, Minn., by Stadsvald & Lohm.

The open weather may have done much to discourage export shipments via New Orleans, but this will disappear as soon as Jack Frost comes again.

The directors of the Farmers' Elevator Co., of Pine Island, Minn., held a meeting recently. In the report it showed that up to Oct. 6th the elevator had handled over 80,000 bushels of grain.

D. Rechner, of Antwerp, Belgium, and of the firm of Goldstruck, Hainze & Co., Paris, was a recent Minneapolis visitor. This firm superintends the delivery of grain for American exporters, and handles millions of bushels of grain yearly.

The State Railroad and Warehouse Commission made public its report Oct. 16 in the matter of complaints concerning the inspection and grading of wheat at the terminal points of Minneapolis and Duluth. It found that there was no reasonable ground for complaint regarding the inspection and grading of wheat at terminal points, that the inspectors obey the rules and do efficient work. No change will be made in the rules or the system.

According to the Winona, Minn., Herald, a corporation is contemplating the building of an elevator on the Wisconsin side of the Mississippi, opposite Winona. This would induce the farmers to abandon the Winona market, as it would save them the 25 cents bridge toll. An agent of the company has been investigating the proposed location for the elevator. This enterprise may have the effect of doing away with the bridge toll over the Mississippi at Winona, especially for wagons loaded with grain.

The annual election of officers of the Minneapolis Chamber of Commerce was held Thursday, Oct. 13. There was only one ticket in the field and the nominees were elected without opposition. The following are the new officers: Charles M. Harrington, president (one year); E. S. Woodworth, vice-president (two years); P. B. Smith, B. H. Morgan, George H. Christian, C. C. Wyman and James Everington, directors; George H. Barwise, W. T. Hooker and G. F. Ewe, board of arbitration; H. W. Commons and J. R. Martin, board of



appeals. All of the above officers, with the exception of the president, serve two years. The question of expending \$18,000 on building an addition to the present building was agitated, put to a vote and defeated by 118 to 108. Many of the members are in favor of the purchase of 66 feet of ground adjoining the Chamber on the east; this with the 40 feet they already own, they think, would make a desirable frontage for a new building which could be erected at a cost of a \$100,000. A petition is now being circulated among the members to secure this purchase.

### MICHIGAN.

O. J. Labatt has gone into the grain business at Farnsworth, Mich.

Mr. Coley, of Metamora, Mich., has bought the elevator at Silverwood.

John H. Linihan's elevator at Battle Creek, Mich., will soon be completed and ready for business.

The large transfer elevator being built on the Chicago & Grand Trunk Ry., at Battle Creek, Mich., is nearly completed.

Recently a fire started in the Big Four elevator at Benton Harbor, Mich., but it was extinguished before much damage was done.

Dart Emmons, of Chicago, has succeeded A. L. Watkins, in the elevator at Edwardsburg, Mich. Mr. Watkins' time is occupied with the new elevator at Battle Creek.

An explosion of a can of gasoline endangered the elevator of Hamlin Bros., at Lennon, Mich., on the night of Oct. 3rd. Henry Williams, an employee, was badly burned while attempting to put out the blaze.

Jackson is showing steady advance in all lines of business and along with other industries is developing into one of the best bean and grain markets in the state. There are three large elevators now located on the Michigan Central there, and another is in contemplation on the Grand Trunk.—Detroit Free Press.

### CANADA.

According to reports from Manitoba about 7,000,000 bushels of wheat in shock have been ruined by wet weather the last three weeks.

The Manitoba crop of oats this year was so poor that a large quantity had to be shipped from the United States to supply the demands of the oatmeal millers.

A mammoth steel elevator has just been completed at Fort Williams, Ontario, by J. Chesbro. It is one of the finest structures in Ontario and has a capacity of over half a million bushels.

James Kerr, grain merchant of Montreal, has disappeared from that city and his whereabouts are not known. Mr. Kerr was a member of the Corn Exchange and had been for eighteen years prominent in the hay and grain trade of Montreal.

W. W. Ogilvie is building an enormous grain elevator at Montreal, Quebec, which will have a capacity of 2,000,000 bushels. The foundation of the elevator, which is to be built on the Gould flour mill property, is 240x200 feet. The place has a frontage of 240 feet on the harbor, 240 feet on the canal and has a railroad running through it. Mr. Thompson, the Winnipeg manager

for Mr. Ogilvie, says that it is Mr. Ogilvie's intention to build a flour mill with a daily capacity of 2,000 barrels, in connection with the elevator, and that he contemplates the building of another flour mill in the West.

### NORTHWEST.

M. O. Walker has built a new grain elevator at Daily, N. D.

T. E. Smith has built a new elevator at Leeds, N. D., with a capacity of 40,000 bushels.

A feed mill and sheller is being run in connection with the creamery at Emery, S. D.

The Great Western Elevator Co., of Dazey, N. D., has built a new 40,000 bushel elevator.

McHugh & Gardner, grain dealers, of Langdon, N. D., are building a 30,000 bushel elevator at Conway.

F. Erickson has opened a warehouse at Sioux Falls, S. D., and is buying grain for Carrington, Hannah & Co.

The heavy rains and snows in North Dakota have done considerable damage to the grain still unthreshed. Conservative estimates have placed the damage very heavy.

The Farmers' Mutual Elevator Co., of Brandt, S. D., has filed articles of incorporation, with a capital stock of \$5,000. The incorporators are: Peter Hanson, Ole L. Millon, A. B. Anderson and others.

The granaries of J. S. Hockings and Charles S. Campbell at Absowka near Wheatland, N. D., were destroyed by fire Oct. 20. About 5,000 bushels of wheat were burned. Only a small amount of insurance was carried.

The Butte Grain and Stock Exchange and the Helena Grain and Stock Exchange have been consolidated into the Montana Grain and Stock Exchange, these two will be under one general management as will also a similar house which is to be opened at Great Falls in the near future. All three houses will receive over their own private wires, and post quotations from Chicago and New York every five minutes.

### SOUTHWEST.

Jas. Sigman, of Brownwood, Tex., has gone into the grain business at El Reno, I. T.

The big elevator which is being built at Denver, Colo., will be completed Nov. 1st, and will have a capacity of 175,000 bushels.

A steel storage tank with a capacity of 27,000 bushels is being built in connection with the new flour mill at Denison, Tex.

The new elevator at Port Arthur, Texas, will be finished by Dec. 1, and will be one of the most rapid loading elevators in the world.

In order to encourage farmers in Texas to raise more wheat the International & Great Northern road has offered to haul seed wheat to the farmers free of charge.

The Mosca Farmers' Elevator Co., of Mosca, Colo., has been incorporated with a capital of \$10,000. The directors are A. B. Van Nostrand, L. E. Keiffer, C. G. Burson, L. F. Dibbler and J. H. Wilken.

The grain committee of the New Orleans, La., Board of Trade appointed E. L. Mallory assistant Chief Grain In-

spector, Oct. 11. Mr. Mallory has held the position of assistant inspector for the last four years.

The large warehouse and elevator of the Garrison Milling and Elevator Co., of Hooper, Colo., was destroyed by fire Oct. 9. The fire started at 3 a. m. and the origin is unknown. The loss on the grain, flour and sacks is \$25,000, and on the building \$60,000, making a total loss of \$85,000, with about \$50,000 insurance. The elevator, which was built last March, will be rebuilt at once.

The farmers of Costilla county, Colo., are planning to reap all the profits accruing through the merchandising of their grain, and with that idea in view have incorporated the Ranchmen's Milling and Elevator Co., with offices at Hooper, Colo. The capital stock is \$25,000. The directors elected for the first year are John Welty, T. R. Pace, William A. Chapson, Thomas E. Clark and Myron M. Suitely.

### PACIFIC COAST.

Royce Hicok has gone into the wheat buying business at Chico, Cal.

The Farmers' Warehouse Co. has been incorporated at Oaksdale, Wash.

An average of 30 cars of wheat a day pass through Cheney, Wash., for the Big Bend.

Chambers, Price & Co., grain dealers at Pullman, Wash., have dissolved partnership.

The A. & C. R. R. is building a 4,000-ton grain warehouse and equipping it with modern machinery at Astoria, Ore.

Alburg & Johnson have formed the Tacoma Feed Co., and have opened up a feed, hay and grain store at Tacoma, Wash.

Up to Oct. 20 only about one-third as much wheat has been marketed in Washington as during the same time last year.

Oct. 13 the ship Glenelvan cleared the port of Tacoma, Wash., for Europe with 118,691 bushels of wheat and was shipped in 51,967 sacks.

There were nearly 5,000 sacks of wheat recently in two new warehouses at Toppenish, Wash., all grown this year on raw reservation land.

C. E. Moss, who has a farm 3 miles from Fairfield, Wash., reports that he raised 583 bushels of oats from five and one-half acres of land, or 106 bushels to the acre.

Much Washington barley for brewing purposes has taken the place of California barley this year, owing to the drouth and the consequent failure of the barley crop in California.

The merchants of The Dalles, Washington, have raised over \$700 to be devoted to the ferriage of Klickitat wheat growers across the Columbia river as an inducement to the farmers to market their grain in The Dalles.

There has been a great deal of elevator building throughout the "Inland Empire," says the San Francisco correspondent of the Modern Miller, this year, and still there is not storage capacity enough for this season's large crop.

Washington is experiencing a wheat blockade, the railroads not being able to handle the crop that is coming into the shipping points along their lines. They have filled the warehouses full to overflowing, and now the grain has to be piled up outside on the ground.



# THE ANNUAL MEETING

of the GRAIN DEALERS' NATIONAL ASSOCIATION, will be held at the CHICAGO BEACH HOTEL, CHICAGO, November 2nd and 3d, 1898.



View of the Dining Room of the Chicago Beach Hotel.

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published on the 10th and 25th of each month, by the Grain Dealers Company, at Chicago, Ill.

The price of each journal alone is \$1 per year; if both are subscribed for at the same time you can get them, one year, for \$1.50.

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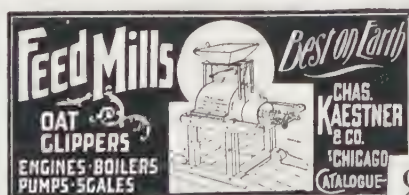
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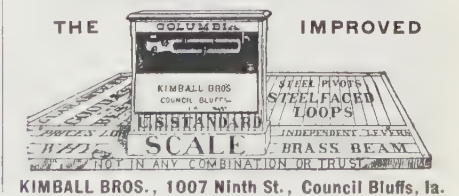
"The wheels of the gods grind slow but exceeding small." So do weevil, but don't let them grind your grain, it doesn't pay. "FUMA," as others are doing.

"Why stand idly by while myriads of insects eat what has cost so much labor to harvest?"—H. E. Weed.

The best remedy in every respect for killing grain insects is Bisulphide of Carbon. It is cheap, effectual and easy to apply."—Alabama Exp. Sta. Bulletin 61.

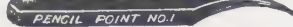
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Subscribe for it

Elevator men who use incandescent electric lights should not overlook the fact that the lamps give out considerable heat. A 16-candle power lamp will cause a half pint of water to boil within an hour. It will ignite cotton, wool and celluloid in a short time. Cases have been reported where wood was charred by coming in contact with such a lamp. It would surely be advisable to be careful in the placing of such lamps.

The Northern Pacific railway has a great steel car with copper bottom now in use. It is said to have a capacity of 100,000 pounds, and was made by the Gillette-Herzog Mfg. Co., of Minneapolis. If the steel car proves a success in transporting coal there seems no reason why a special car should not be made for transporting grain. It would certainly be better than many of the old sway-back, out of date box cars which are still used despite sprung sides and leaky floors.

The editor of the Ruralist, of Aberdeen, S. D., evidently has seen an improved loading spout at work. He writes, "W. G. Bickelhaupt has a new shipping spout on his elevator that is a hummer. It will load 800 bushels of wheat in less than 9 minutes. The only drawback is that the grain goes through the iron spout with such rapidity as to heat the iron to such a degree that there is danger of its setting the chaff and straw on fire." This is a fire hazard that even the insurance inspectors had not yet taken into consideration.

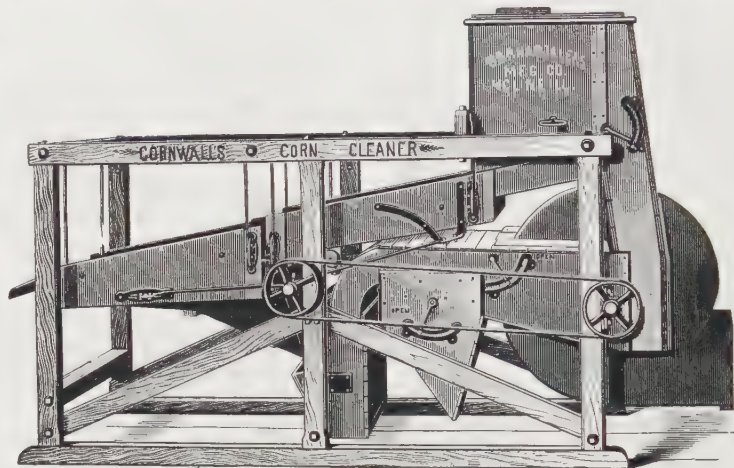
The grain of Europe is credited regularly each month with being afflicted with some new pest or drought and some brilliant reporter has come forward with the suggestion that bags used for shipping grain be protected from vermin and from dampness by coating the sacks with a mixture of gas tar and grease combined with chloride of lime, or alum and saltpetre. The expense and inconvenience of using such a preventative would forbid its consideration. If European dealers desire to keep weevil and other vermin out of their grain they should keep their grain warehouses clean, whitewash them semi-annually and if the grain becomes infested with insects, they can subject it to a treatment of bisulphide of carbon. This will kill all weevils as well as other animal life in grain.

# BARNARD & LEAS MFG. CO.

MOLINE, ILLINOIS,

MANUFACTURERS OF THE BEST CORN CLEANER IN THE WORLD, VIZ. THE

## Cornwall Corn Cleaner!



This in connection with our **VICTOR CORN SHELLER** makes the best outfit for shelling and cleaning corn for the market that has ever been used, and we guarantee it to be such. Write us for further information and don't forget to give us a trial.

BARNARD & LEAS MFG. CO., MOLINE, ILL.

0 0 0 0 0 0 0 0 0 0

0 CIPHERS

By using a good Telegraph Cipher Code, Grain Dealers can prevent errors, reduce the cost of sending messages and prevent their contracts becoming known to agents.

ROBINSON'S TELEGRAPHIC CIPHER CODE,

Bound in Leather, \$2.00; Cloth, \$1.50.

JENNINGS' NEW ENGLAND TELEGRAPH CIPHER and DIRECTORY,

Bound in Morocco, \$3.00.

A-B-C INTERNATIONAL CODE, \$7.00.

STEWART'S TELEGRAPHIC CODE,

By means of which any number from 1 to 1,000,000 can be expressed by a single word of not more than 10 letters. 25 cents.

For any of the above, address

GRAIN DEALERS COMPANY, 10 Pacific Ave., CHICAGO, ILL.

## Grain Tables FOR CAR LOADS.

COMPILED FOR THE CHICAGO WAREHOUSE REGISTRAR.

THESE TABLES show the number of bushels in any amount of grain which can be weighed in large hopper scales. No figuring is required. The tables are well printed on strong heavy paper, and so arranged that anyone can readily find the number of bushels in any amount. The tables are printed on only one side of each leaf. Each leaf is notched at right hand margin and the range of the weights on it shown in heavy faced type on margin. The tables are arranged in eleven columns on each right hand page. The first column contains the weights in thousands and hundreds of pounds, from 20,000 to 70,000 pounds. The second column shows the number of bushels in these even hundred weights of grain; the third column shows the number of bushels in the even hundred weights plus ten pounds; the fourth column plus twenty pounds; the fifth column plus thirty pounds, etc.

The tables are strongly bound in cloth. The tables for **Oats** at 32 pounds are bound in olive green; the tables for **Corn** and **Rye** at 56 pounds in sea green and the tables for **Barley** at 48 pounds in black. Many errors are prevented and much labor avoided by their use. Each book is complete in itself. Price, \$1. For any of these tables address the

GRAIN DEALERS COMPANY, 10 Pacific Ave., CHICAGO, ILL.



# Clarks Grain Tables

**AVOID UNNECESSARY FIGURING,  
PREVENT ERRORS IN COMPUTATIONS  
BY USING**

**CLARK'S STANDARD SERIES  
OF GRAIN CALCULATORS,  
FOR REDUCING POUNDS TO BUSHELS.**

**Clark's Grain Tables for Wagon Loads** reduces team scale weights to bushels. This book is prepared for use by Country Buyers. It contains 9 tables, showing the number of bushels in any load from 100 to 4,000 lbs. The first table is for reducing weight of oats to bushels of 32 lbs.; the second is for oats at 35 lbs.; the third is for barley, Hungarian grass and cornmeal at 58 lbs. to the bushel; the fourth is for shelled corn, rye and flax seed at 56 lbs. to the bushel; the fifth is for wheat, clover seed, beans, peas and potatoes at 60 lbs. to the bushel; the sixth, seventh and eighth are for ear corn at 70, 75 and 80 lbs., respectively, to the bushel; the ninth is for timothy seed at 45 lbs. to the bushel. All of the tables are printed in heavy faced type on good paper. The price of this book, bound in strong manilla cover paper, is 50 cents.

**Clark's Vest Pocket Grain Tables** include tables reducing any number of pounds from 60 to 100,000 to bushels of 56 lbs., 60 lbs., 48 lbs., 70 lbs., 75 lbs., 80 lbs. and 45 lbs. They are bound in tough paper and form a thin book 2 3/4 inches wide by 8 1/4 inches long. Price 50 cents.

**Clark's Grain Tables for Car Loads** reduces any amount from 20,000 to 64,000 lbs. to bushels, and is designed for use by Shippers and Commission Merchants. It is printed on good paper from heavy faced type and bound in cloth. It contains 16 tables, which show the equivalent in bushels of 52, 56, 60 and 48 lbs., of any amount from 20,000 to 64,000 lbs. Price \$1.50.

**Bushel Values** is a companion table for wagon loads. It shows the cost of bushels and lbs., when the market price is any amount from 15 cents to \$1.04 per bushel. It is conveniently arranged and easily understood. It is printed on good paper and bound in heavy cover paper. Price 50 cents.

Any of the above tables can be obtained from the  
**GRAIN DEALERS COMPANY,  
10 PACIFIC AVE. CHICAGO, ILL.**

## HOMESEEKERS' EXCURSIONS.

On October 18, November 1 and 15, and December 6 and 20, 1898, the Chicago, Milwaukee & St. Paul Railway will sell round trip excursion tickets (good for 21 days) to a great many points in South and North Dakota and other western and southwestern states at practically one fare for the round trip. Take a trip west and see what an amount of good land can be purchased for very little money. Further information as to rates, routes, prices of farm lands, etc., may be obtained on application to any coupon ticket agent, or by addressing Geo. H. Heafford, Gen'l Pass. Agent, Old Colony Bldg., Chicago, Ill.

A Missouri Hold-Your-Wheat organization has issued a letter to farmers in which it calls upon them to "hold your wheat, and confer with each other in your neighborhood and county; let the name of 'farmer' be the synonym of wise husbandry. Give the law of supply and demand effective force by light deliveries; alternate deliveries with your neighbors and string out shipments." If ever the farmer sacrifices all right to being considered wise it is when he attempts to speculate in grain. The farmers of the Missouri Legislature long ago enacted a law prohibiting organizations to raise prices. Trusts, combinations of capital and of grain dealers are very wrong, but combinations of farmers—well that is different.

**The Grain Dealers Journal**

... Costs but \$1 a year

# NATIONAL STORAGE COMPANY.

Established 1886.

Originators of the Storage Warrant System applied to Warehousing on Owner's Premises.  
Full information furnished on request.

**217 First National Bank Building, - - CHICAGO, ILL.**

# WEBER Gasoline Engines

Are Known for Strength and Durability.

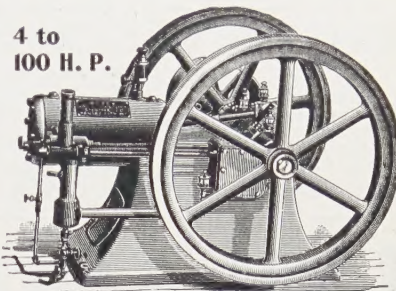
ADAPTED FOR  
ELEVATORS, FEED MILLS, ETC.

Cost to Run, 1c per H. P. Hour.

Send for Catalogue.

**Weber Gas & Gasoline  
Engine Co.**

424 S. W. Boulevard, KANSAS CITY, MO.



The Erie canal has not carried an unusual amount of grain to the seaboard this year, but it has been an influential factor for low freight rates, and western grain carriers and shippers have profited accordingly. Just as soon as the canal is ice-bound, and even before, the railroads from Buffalo east may be expected, as has been their custom heretofore, to advance their freight rates to suit their own ideas of what it is worth to carry grain to the seaboard.

Members of the St. Louis Merchants Exchange have been doing much talking about the introduction of new varieties of fall wheat. It seems that the farmers of St. Louis have gone right on raising the same old variety of wind wheat all these years and never once given a thought to changing the variety. If it was not for the fact that wind wheat attains such vigorous growth in a windy city on Lake Michigan the change would have been attempted long ago.

## HAY—GRAIN.

## TWO JOURNALS \$2

Dealers engaged in handling hay as well as grain will profit by subscribing for a journal devoted exclusively to the hay trade and for the **Grain Dealers Journal**. THE HAY TRADE JOURNAL is published weekly by Willis Bullock at Canajoharie, N. Y., for \$2 per year. The **Grain Dealers Journal** is published semi-monthly by the Grain Dealers Company at Chicago, for \$1 per year. Regular dealers can get both journals one year by sending \$2 to either journal and mentioning this offer.

**\$3 for \$2**

Write your name and address below and mail to

**The GRAIN DEALERS COMPANY,  
10 PACIFIC AVE., CHICAGO, ILL.**

Gentlemen:—Enclosed find One Dollar for which please  
send the **GRAIN DEALERS JOURNAL** for one year to

Name \_\_\_\_\_

Post Office \_\_\_\_\_

County \_\_\_\_\_

Date \_\_\_\_\_ State \_\_\_\_\_



"The official lists of the grain dealers, shippers, flouring mills, elevators and commission houses of any one of the 27 of the principal cities is alone worth many times this small sum and this is the only work which contains these lists, and they are correct and revised to date, besides the many thousands and thousands of places all over the country where grain is bought and sold!!"

## BEGIN RIGHT!

**SEND A CHECK FOR \$3.00 BEFORE TOO LATE AND GET...**

**\$20.50** Worth of the Most Valuable and Up-to-Date Advertising and Works relating to the Grain Trade **FOR \$3.00**

**Read the Greatest Offer Ever Made** to anyone who Operates an Elevator or Flouring Mill, who is a Grain Buyer or seller, a Grain Commission Merchant, a Track Buyer or Seller, or Anyone who desires to reach any of this class of customers. . . . .

**SEND YOUR CHECK FOR \$3.00** and you will get the following works and advertising worth **\$20.50** expressage fully prepaid.

Clark's Grain Dealers' and Shippers' Gazetteer for 1897-98, 300 pages, 9x12 inches, bound in cloth. . . . .	regular price, \$ 5.00	} <b>Total \$20.50</b>
Space of fourteen agate lines for your advertisement in same. . . . .	regular price, 10.00	
Clark's Grain Dealers' and Shippers' Gazetteer for 1899, 500 pages, bound in cloth. . . . .	regular price, 5.00	
Clark's Grain Tables. "Bushel Values," bound in Hercules Manilla. . . . .	regular price, .50	

**ALL FOR \$3.00 WITH ORDER, Expressage Fully Prepaid. Was Ever Such an Offer Made Before? Think of It! FOR \$3.00**

# Clark's Grain Dealers' and Shippers' ....Gazetteer....

**Contains the Official List of Flouring Mills, Elevators, Grain Dealers, Shippers and Commission Merchants Located on ALL THE RAILROADS THROUGHOUT THE UNITED STATES AND CANADA.**

**To the Individual or Firm Receiving this Issue of the Grain Dealers Journal:**

GENTLEMEN:—Your business is located on one of these railroads somewhere in the U. S., and your name has been furnished for the work by the officials of said road, as the work is issued under their indorsement and with their co-operation. To print here all the roads represented would take up too much room. Should your firm, however, be a subscriber to **Clark's Grain Dealers' and Shippers' Gazetteer** for 1898 you are aware of the value of the works and of advertising above mentioned, and that you paid the amount asked for the entire list for the book alone. Eighty per cent. of the subscribers have renewed, as before, without premiums or advertising space as offered above. The 1899 edition of this work (now being compiled), **will include the lists of more than one hundred railroads not appearing in work for 1898.** It will be between 400 and 500 pages, handsomely bound in cloth. The roads being alive to the importance of the work, every line represented gives the lists the most careful revision, so that absolute accuracy is guaranteed. Besides, the millers and elevators are marked so that you can tell at a glance whether the firm belongs to the milling, elevator, grain buying or commission class. It contains the Grain Inspection Rules of the leading Boards of Trade, including Minneapolis, Philadelphia, Milwaukee, St. Louis, Detroit, Chicago, Cincinnati, Toledo, etc., the list of officers of the leading Boards of Trade, and other information of interest and profit to proprietors of elevators, flour mill owners, grain dealers and shippers, commission houses and track buyers, and concerns who desire to reach this class of customers. The price of the work hereafter will be \$5.00, but should you feel like taking advantage of the above you may do so, if you send your remittance—in that case you can have the entire list sent by express fully prepaid for only \$3.00. Here's an opportunity to get an immense amount of up-to-date information and valuable advertising for a very small sum. Any of the items mentioned are worth more than the price asked for all. Remember, only \$3.00 pays for the entire lot. Send at once so as not to be too late, and inclose "copy" for your advertisement. Write advertisement plainly, as "proof" cannot be shown. Address

**CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Building, Chicago.**

## It Has Occurred to Us

held. Do you believe these hard headed business men would send a **renewal** for a work that did not pay them? They paid the price asked and received no premiums. **You get \$20.50 worth for \$3.00.** Send at once. There are also a few letters from old advertisers in the previous work who send renewals. Your advertisement ought to pay you the same or even better than it does them. A medium that an advertiser who has thoroughly tested it says is good must be **very good.** Send us your order at once.

That all an advertisement might say would not influence you as much as to print (as we do below), the names of old subscribers whose orders for the 1898 work were received in one day's mail recently. It shows the diversity of the circulation of this great work and the high esteem in which it is held. It shows the diversity of the circulation of this great work and the high esteem in which it is held. It shows the diversity of the circulation of this great work and the high esteem in which it is held.

Chase, Hibbard Milling Co.....Elmira, N. Y.  
The Weston Mill Co.....Scranton, Pa.  
Jesse Jones & Son.....Norfolk, Va.  
J. Chas. McCullough, Exp'r.....Cincinnati, O.  
Southern Grain Co.....Kansas City, Mo.  
Santona Roller Mills.....Santona, Iowa.  
Saginaw Milling Co.....Saginaw, Mich.  
Chas. A. Ayres & Co.....Martinsville, O.  
Griffiths & Hayes, Ag'l Imp.....Paoli, Kan.  
Ballard & Ballard Co. Mill.....Louisville, Ky.  
McCorr & Kelly.....Columbus, O.  
J. H. Hennesch & Co.....Cincinnati, O.  
Enterprise C'n Elevator.....Binghamton, N. Y.  
L. Frersdorf & Son.....Hudson, Mich.  
Penn Yan Roller Mills.....Penn Yan, N. Y.  
McFarlane Mill Co.....Sherbrooke, Quebec.  
Dwight M. Baldwin, Jr.....Graceville, Minn.  
Logan & Co., Grain.....Nashville, Tenn.

Watertown Roller Mills.....Watertown, S. D.  
The Cutler Co.....North Wilbraham, Mass.  
Bernier & Co.....St. Hyacinthe, Can.  
Miner, Hillard Flour Mills.....Wilkesbarre, Pa.  
B. L. Bridges & Co.....Memphis, Tenn.  
S. L. Hamilton.....Ashland, Ill.  
G. W. Kennedy & Son.....Shelbyville, Ind.  
S. R. Lown.....Cuba, N. Y.  
Caughay & Curran.....Detroit, Mich.  
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Schwartz & Co.....Walcut, Iowa.  
J. S. Lewis & Co.....Lockhart, Tex.  
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R. L. LeBlanc, Grain.....Chetawa, Miss.  
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J. S. Liggett, Grain.....Wellsburg, W. Va.  
John Wade & Sons.....Memphis, Tenn.  
George H. Swearingen, G. Store.....Dunbar, Pa.

Davis & Co., Elevators.....Nevada, Mo.  
Edward J. Wilkins.....Pittsburg, Pa.  
C. M. McLaughlin.....Unity, Pa.  
G. L. McLane & Co.....Union Mills, Ind.  
Hertz & Kever.....Kansas City, Mo.  
W. M. Reid, Grain.....Bucyrus, O.  
Mercer & Kulp.....Phoenixville, Pa.  
E. R. Ulrich & Son.....Springfield, Ill.  
J. D. Nichols & Son.....Noble, Ill.  
Scott Roves' Sons.....Cincinnati, O.  
Chas. H. Lindner.....Valparaiso, Ind.  
E. F. Grover, Grain.....Glyndon, Minn.  
C. O. Matheny & Co.....Springfield, Ill.  
Robt. Elliot & Co., Grain.....Milwaukee  
A. Sperling.....Dewey, Ill.  
Alden F. Hays, Grain.....Sewickley, Iowa.  
W. A. McLogan & Co.....Carroll, Iowa.  
R. J. Gothers.....Hastings, Pa.

**"In the Opinion of the Leading Millers, Elevator Owners, Grain Merchants, Buyers and Sellers, it is the Best Work Ever Issued."**

### SANDWICH ENTERPRISE COMPANY.

SANDWICH, ILL.

Clark's Grain Dealers' and Shippers' Gazetteer, Chicago, Ill.

Gentlemen:—We have yours of the 27th ult., and have concluded to place our advertisements in the Gazetteer which you are getting ready for publication, accepting your offer, which we understand is the same as made last year which we used. We sign order and enclose same herewith.

Yours truly, SANDWICH ENTERPRISE CO.  
By W. H. Robertson, Asst. Secy.

### THE S. HOWES COMPANY.

SILVER CREEK, N. Y.

Clark's Grain Dealers' and Shippers' Gazetteer, Chicago, Ill.

Gentlemen:—We are in receipt of yours of the 25th and will state that we will take the page in your new book. We would just as soon use the copy that is in the old book.

Yours very truly, THE S. HOWES CO.,  
Per F. L. Cranston, Secy.

### THE CASE MANUFACTURING CO.

COLUMBUS, OHIO.

Clark's Grain Dealers' and Shippers' Gazetteer, Chicago, Ill.

Gentlemen:—In response to your letter of recent date we inclose to you order for renewal of full page advertisement in the Grain Dealers' and Shippers' Gazetteer for the years 1897-1898. It may be of interest for you to know that our year's advertisement in the Gazetteer was a valuable one to this company, and we confidently believe that greatly aided our trade, and it is with pleasure that we renew the same for the year above indicated.

Wishing you abundant success, we remain,

Yours truly,

THE CASE MANUFACTURING CO.,

By J. F. Oglevee, Vice-Prest.

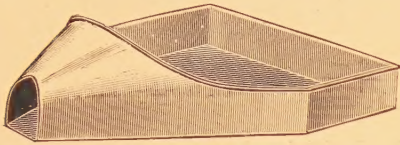
Send your order at once. \$3.00 pays for all, to be sent express charges fully prepaid. Don't forget to send "copy" for advertisement at same time. Address

**CLARK'S GRAIN DEALERS' AND SHIPPERS' GAZETTEER, 10th Floor Adams Express Bldg., CHICAGO, ILL.**



## CHASE SAMPLE PAN

For Examining Samples of Grain.



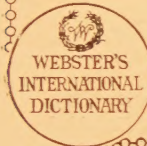
Made of Aluminum. The Lightest Pan made, will not Rust or Tarnish, always stays Bright.  
\$1.25 at Chicago.

GRAIN DEALERS CO., 10 Pacific Ave., CHICAGO, ILL.

## Webster's International Dictionary

Invaluable in the Home, School, and Office.

A thorough revision of the Unabridged, the purpose of which has been not display ner the provision of material for boastful and showy advertisement, but the due, judicious, scholarly, thorough perfecting of a work which in all the stages of its growth has obtained in an equal degree the favor and confidence of scholars and of the general public.



The One Great Standard Authority.

So writes Hon. D. J. Brewer, Justice U. S. Supreme Court.

GET THE BEST.

Send for specimen pages to  
C. & C. MERRIAM CO., Publishers,  
SPRINGFIELD, MASS.

## If U Hav

a sign on your door, you are an advertiser. The sign is intended to advertise your business to passers-by. An advertisement in a reliable trade paper is only so many thousand signs spread over a great many square miles. You can't carry everybody to your sign, but the

GRAIN DEALERS JOURNAL can carry your sign to everyone in the trade. . . . TRY IT.

## Freight Tables...

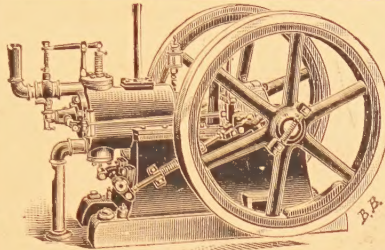
Avoid unnecessary figuring and prevent errors in computing freight per bushel by using labor saving freight tables. Amount of freight per bushel at every rate up to 50 cents per hundred shown. Copy of same, printed on cardboard with heavy-faced type, can be secured by sending six cents in stamps to the GRAIN DEALERS JOURNAL, 10 Pacific Ave., Chicago, Ill.

## DIXON'S SILICA GRAPHITE PAINT

FOR TIN OR SHINGLE ROOFS AND IRON WORK. Tin roofs well painted have not required repainting for 10 to 15 years.  
IT IS ABSOLUTELY WITHOUT AN EQUAL.

If you need any paint it will pay you to send for circular.

JOSEPH DIXON CRUCIBLE CO., Jersey City, N. J.



## Flour City Gasoline Engines..

SUBSTANTIAL.  
STEADY MOTION.  
SAFE. SAVES EXPENSE.

KINNARD PRESS CO., MINNEAPOLIS, MINN.



## Clean Your Grain

with a KASPER

IT CLEANS GRAIN CLEAN.  
SEPARATES CLIPPINGS FROM CLIPPED GRAIN.

FIRST COST IS SMALL.  
REQUIRES NO POWER, NO WATCHING.  
WORKS WHILE YOU SLEEP.

## SELF-ACTING CLEANER.

TURN ON GRAIN when you leave at night, and several carloads will be ready for shipment in the morning.

THOMAS WHITFIELD, Owner and Manufacturer,  
369 Wabash Avenue, CHICAGO, ILL.



"SUNSHINE"

## High-Grade Calendars

IT IS NOT WHAT YOU PAY FOR ADVERTISING, BUT WHAT IT PAYS YOU

CORK COSTS 8 CENTS A POUND, but if you are drowning half a mile from shore its value would be "not what you pay for cork, but what cork pays you." You are perhaps not drowning but you are Hustling for business. . . . .

It will pay you to have the people who do business in your line pleasantly reminded of the fact that you are still in business, and

that you are soliciting the patronage and confidence of good people.

THE LUTZ & GOULD CO.'S Calendars and Memorandum Books will do this satisfactorily. Their goods may cost you a trifle more than some other people's goods, but they are life preservers.

WRITE FOR SAMPLES AND PRICES.

THE LUTZ & GOULD CO., Burlington, Iowa.

When writing advertisers kindly mention the  
GRAIN DEALERS JOURNAL.

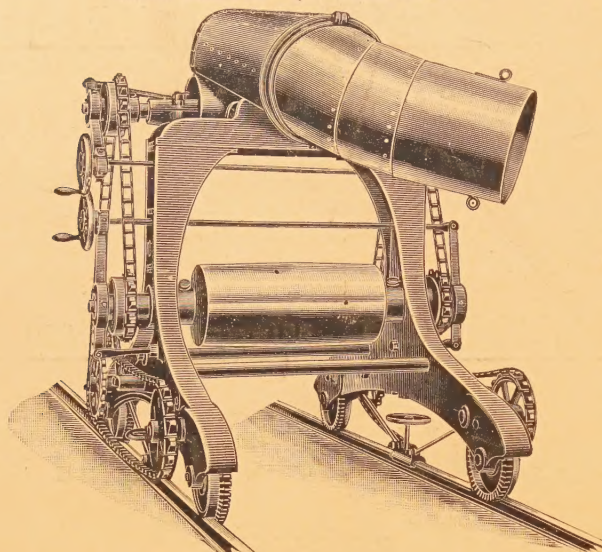


# WEBSTER MFG. CO.

General Office and Works:

1075-1097 W. 15th St., CHICAGO.

Eastern Branch 38 Dey St., NEW YORK, N. Y.



Self-Propelling Tripper.

We Manufacture the Most Complete Line of....

SEND FOR OUR  
CATALOGUES.

**G**RAIN ELEVATOR  
MACHINERY

of any firm in this country. We make a specialty of Complete Equip-  
ments for Grain Elevators from 5,000 to 2,000,000 bushels capacity.

## ELEVATOR BUCKETS....

BOLTS, ETC. ELEVATING, CONVEYING and  
POWER TRANSMITTING MACHINERY.  
WRITE FOR CATALOG.

**W. A. Jones Foundry and Machine Co.**

57-59 So. Jefferson St., CHICAGO, ILL.

## IMPROVED GRAIN ELEVATOR ...MACHINERY...

Power Grain Shovels,  
Belt Conveyor  
Trippers,  
Elevator Buckets,  
Elevator Boots,  
Spiral Conveyor Load-  
ing Spouts,  
Belting, Etc.



Write  
For Complete  
Illustrated Catalogue.

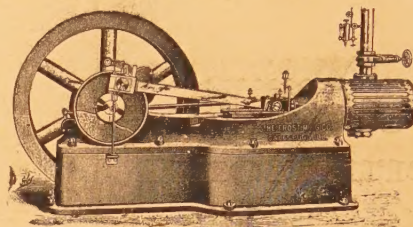
Rope Transmissions,  
Pulleys,  
Hangers,  
Pillow Blocks,  
Couplings,  
Friction Clutches,  
Shafting, Etc.

**WELLER MFG. CO.** Main Office,  
118-120 North Ave. CHICAGO.

## GASOLINE ENGINES

STEAM ENGINES

BOILERS



Elevator Machinery and Supplies  
of all kinds.

THE **FROST MFG. Co.**

130 Simmons St.

GALESBURG, ILL.

WE CAN FURNISH OUR  
**AJAX TRANSMISSION ROPE**  
IN ALL LENGTHS AND SIZES DESIRED.



**HANNON**  
COMPANY  
24-26 MARKET ST.  
CHICAGO.